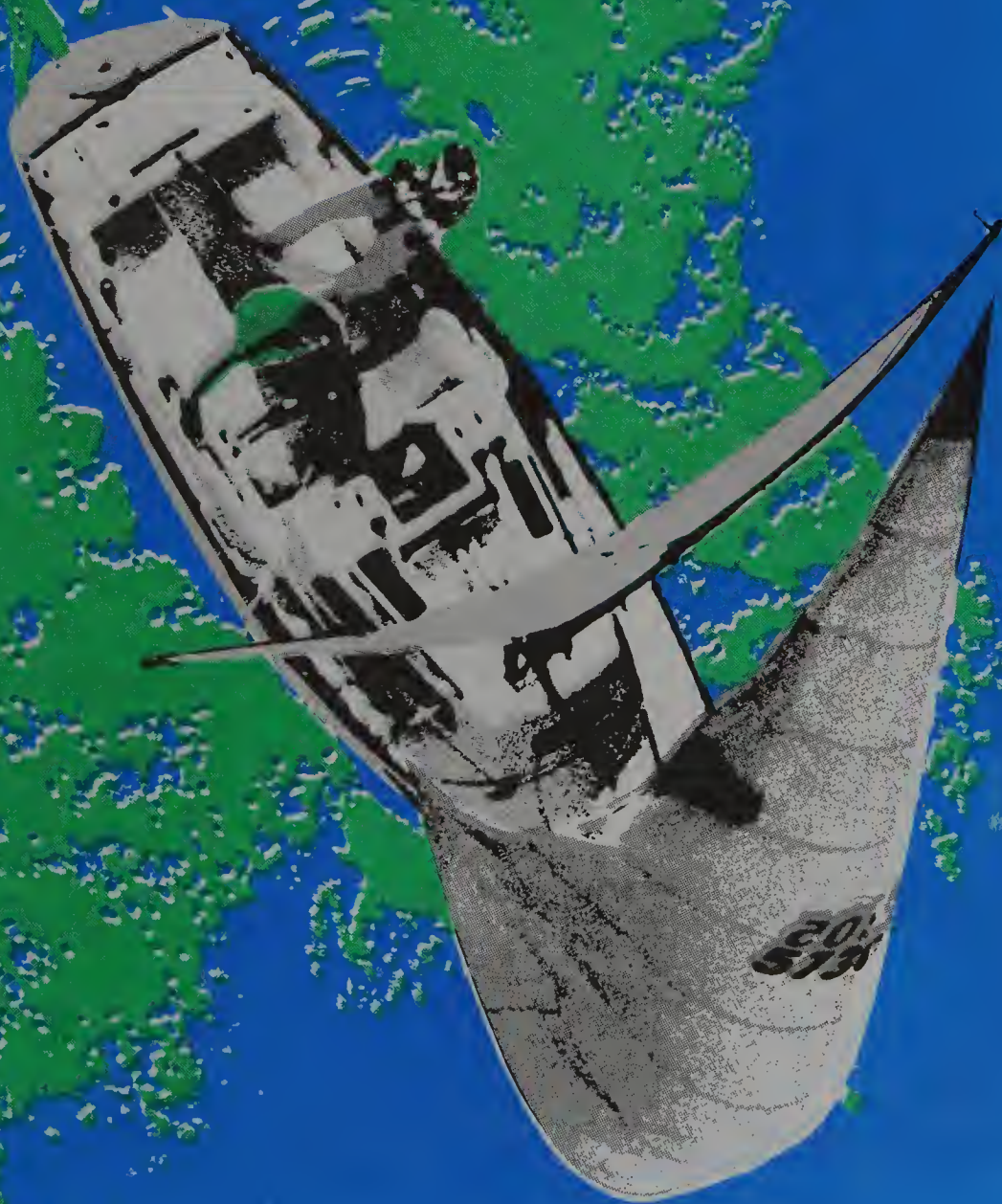


Latitude 38

VOLUME 165, MARCH 1991

CIRCULATION: 48,000



BULK RATE
U.S. POSTAGE
#1026
PAID
SO. SAN FRANCISCO
CALIFORNIA 94080



CHECK OUT OUR AUTOMATED FUEL DOCK

**INQUIRE
ABOUT OUR
24-HOUR FUELING
PROGRAM
COMPETITIVE PRICES**



TAKE ADVANTAGE OF THE FOLLOWING *SPECIALS!*

- Limited number of 24-foot slips @ \$4.75/foot
- Choice end ties on marina entrance @ \$5.75/foot
- Special discounts at our Cabo San Lucas Marina
- FREE reciprocal privileges at our other 4 marinas along the California coast
- Launch ramp adjacent to the marina
- VISA/MC
- Union 76 Credit Cards
- Month-end billing extended to chandlery and fuel for our tenants

- *Prime Bay access*
- *Free pump out*
- *Deli*
- *Restaurants*
- *Showers*
- *Laundry room*
- *Lockers*
- *Dry storage*
- *Calm harbor*

THE BOSUN'S LOCKER CHANDLERY

**Gifts
Maintenance Supplies
Accessories**

One day service for items not in stock



**BALLENA ISLE
MARINA**

ON THE BAY AN ALMAR MARINA

**1150 BALLENA BOULEVARD
ALAMEDA, CALIFORNIA 94501**

1-800-675-SLIP

***Ex Indigo* (Out of the Blue)**

Last fall when, Alameda spar builder and rigger Steve Seal, and his friend Larry Riley, bought a Cal 2-27 (a "racer/cruiser" with a strong one-design class on the Bay), they had no idea they'd win the first race series they entered.

Their first "cruise series" was harbor hopping the boat up the coast from Southern California.

They entered the Berkeley/Metropolitan Midwinters with a 15-year-old main, a borrowed jib and a fixed propeller. And they realized after the first race in November that winning might be even more fun.

Steve and Larry decided on a new set of Pineapple sails (and a folding prop) and, indeed, they were right. Winning was more fun! In the next three races, "Ex Indigo" literally came "out of the blue" to place first every time.

When you decide to come "Ex Indigo" in your class, give us a call. We can help!

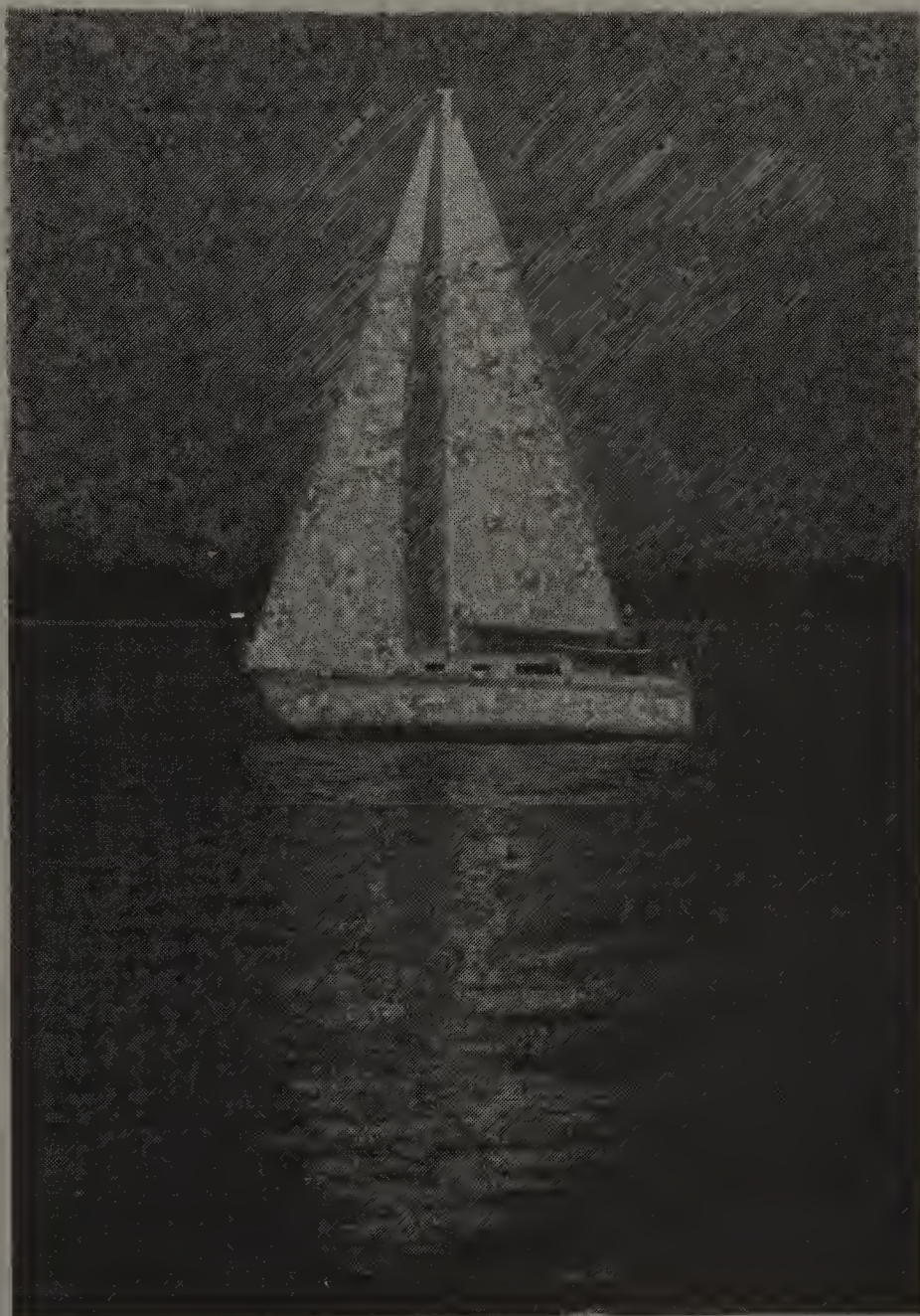


Photo: John Duncan, star crew

EX INDIGO*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda • West Marine Products in Oakland



PINEAPPLE SAILS

*Powered by Pineapples

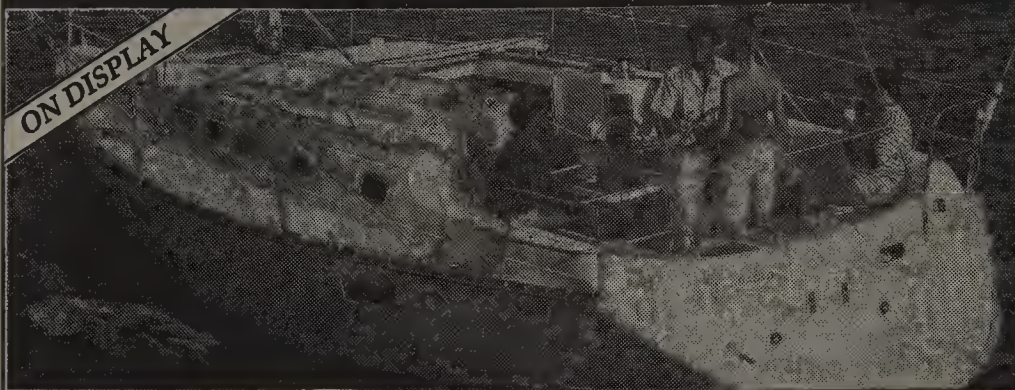
(415) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

DIAL 415-236-2633 FOR "KEEPERS"

If you've been looking for a new boat, you've probably seen a lot of "stuff", but if you are like most of our clients, you are looking for a "keeper". Like a good mate, a "keeper" will be with you a long time. A "keeper" has the solid quality, thoughtful design, and durability that create long-term owner satisfaction and high resale value. At Passage Yachts, we represent only top quality boats from reputable builders. If it's time for your "keeper", give us a call; we don't sell "stuff".

BENETEAU OCEANIS 370



A 10 year structural warranty – the industry's best, the world's top designers, and Beneteau's 105 years of boat building experience give these totally modern yachts the speed, elegance and durability that far outperform the competition.

BENETEAU FIRST 310



Harmonious layout, exceptional comfort, perfect finish and thoughtful details throughout.

BENETEAU FIRST 35s5



Our most popular model for all the right reasons: performance, beauty and value.

BENETEAU FIRST 45f5



The ultimate in style and performance.

ISLAND PACKET 38



A solid, spacious liveaboard cruiser that sails like a dream.

ISLAND PACKET 32



Modern, rock-solid cruising yachts crafted in the finest tradition.

PEARSON 38



Solid, honest boats with a lifetime hull warranty – over built in every detail.

Representing: SAIL – Beneteau • Island Packet • Pearson • Mason • Passport
POWER – Tiara • Pursuit • Nordhavn • Elite Craft
Hundreds of Brokerage Boats to Choose from

Be at
Passage Yachts
MARCH 23 - 24
for our
Spring Boat Show
and
Open House



1220 Brickyard Cove
Pt. Richmond, CA 94801
(415) 236-2633
Fax (415) 234-0118

NEW BOATS ON DISPLAY

BENETEAU 45F5 Bruce Farr design
BENETEAU 38s5 new for 1991
BENETEAU 35s5 fast and elegant
BENETEAU 32S5 a best seller
BENETEAU 310 new for 1991
BENETEAU 430 a large, fast cruiser
BENETEAU 390 classic model
BENETEAU 370 stow away main
BENETEAU 350 very popular model
PEARSON 38 new for 1991
PEARSON 37 dealer demo, save \$40K
PEARSON 34 dealer repo, save
ISLAND PACKET 38 super liveaboard
ISLAND PACKET 35 a perfect cruiser
ISLAND PACKET 32 dealer repo, save
PASSPORT 41 handbuilt elegance

CONTENTS

subscriptions	7
calendar	17
letters	31
loose lips	73
sightings	80
iv years of ha ha in baha	96
america's cup primer	100
interview: russell long	108
puerto vallarta race	112
max ebb	116
racing crew list	120
world of chartering	126
the racing sheet	134
changes in latitudes	144
classy classifieds	156
brokerage	168
advertisers' index	168

COVER PHOTO: *Latitude*/JR

If we don't have rain, at least we have wind.

Graphic Design: Karen Toms

Copyright 1991 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

WHY TAKE CHANCES?

If you are concerned about integrity, candor, and a thoroughly professional service from a yacht Broker/Dealer, Passage Yachts should be representing your interests whether you are buying or selling a boat this year. Check out our reputation; we've earned it.

SAIL BROKERAGE

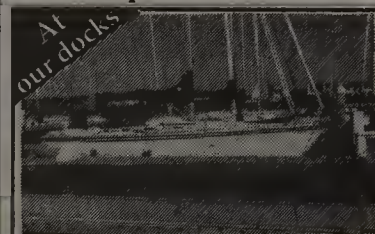
25' CAL	4,000
27' CAL 2-27, diesel	17,500
27' CATALINA	12,500
27' O'OAY	22,500
27' CS, diesel	19,500
28' ISLANDER 28, diesel	24,900
29' BAYFIELD, pocket cruiser	24,900
30' S2, center cockpit	27,900
30' ISLANDER MKII	23,500
30' ISLAND BAHAMA	29,900
30' NEWPORT	24,500
32' ISLANDER	31,000
32' VALIANT	52,000
34' PEARSON	68,000
34' PANDA	89,500
34' TARTAN, radar	28,000
34' WYLIE	39,000
35' BENETEAU OCEANIS 350, '88	89,000
35' U.S. PILOTHOUSE	47,900
35' BREWER CUTTER	74,500
35' NIAGRA	77,900
35' ERICSON	37,500
35' SANTANA	54,950
36' PEARSON	97,500
37' EXPRESS	115,000
37' HUNTER, cutter rig	(2) 54,900
37' PEARSON 37	57,500
37' PASSPORT	118,500
37' SWAN	149,000
38' BENETEAU, 1984	95,000
38' MORGAN	61,000
38' HINCKLEY	88,000
38' FARALLONE CLIPPER	25,000
38' CATALINA	45,000
39' JEANNEAU	99,000
40' HUNTER	89,900
40' PASSPORT, 1990	189,000
40' OLSON	129,000
40' BENETEAU 10R one-ton	115,000
40' BENETEAU 405, 1987	132,000
41' NELSON-MAREK	79,000
41' C&C	119,500
42' BENETEAU	89,000
43' MASON	139,500
43' WAQUIEZ KETCH	148,000
44' NOROIC	149,500
44' CSY CUTTER	110,000
44' PETERSON, center cockpit	110,000
44' ALOEN CUTTER	265,000
44' NORSEMAN, center cockpit	199,000
47' PERRY	114,900
50' HINCKLEY 50'WESTER 50	365,000
51' PASSPORT, center cockpit	279,000



C&C 41, '84. Beautifully maintained. SatNav, AP, dodger, hydraulics, 10 bags. Race/cruise. \$119,500.



BAYFIELD 29 cutter. Canadian bluewater pocket cruiser. \$24,900.



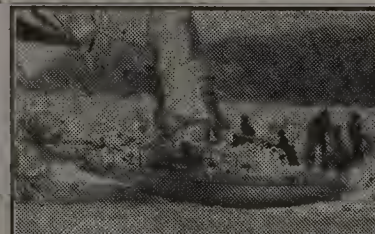
HUNTER 40. Radar, dodger, Loran, roller furling, recent upgrades. \$89,900.



PASSPORT 37 very popular cruiser. Radar, dodger. \$118,500.



U.S. 35 PILOTHOUSE. Dual steering stations. Light, airy interior. Cruise or liveaboard. \$47,900.



NORDIC 44. Extremely well equipped for offshore performance. Superb workmanship and enduring quality. Must see. \$149,000.



PassageYachts
INC

1220 Brickyard Cove Rd.
Pt. Richmond, CA 94801

(415) 236-2633

FAX (415) 234-0118

PHRFast... IMSFast...

North Sails win more PHRF and
IMS races than any other
sails in the world!

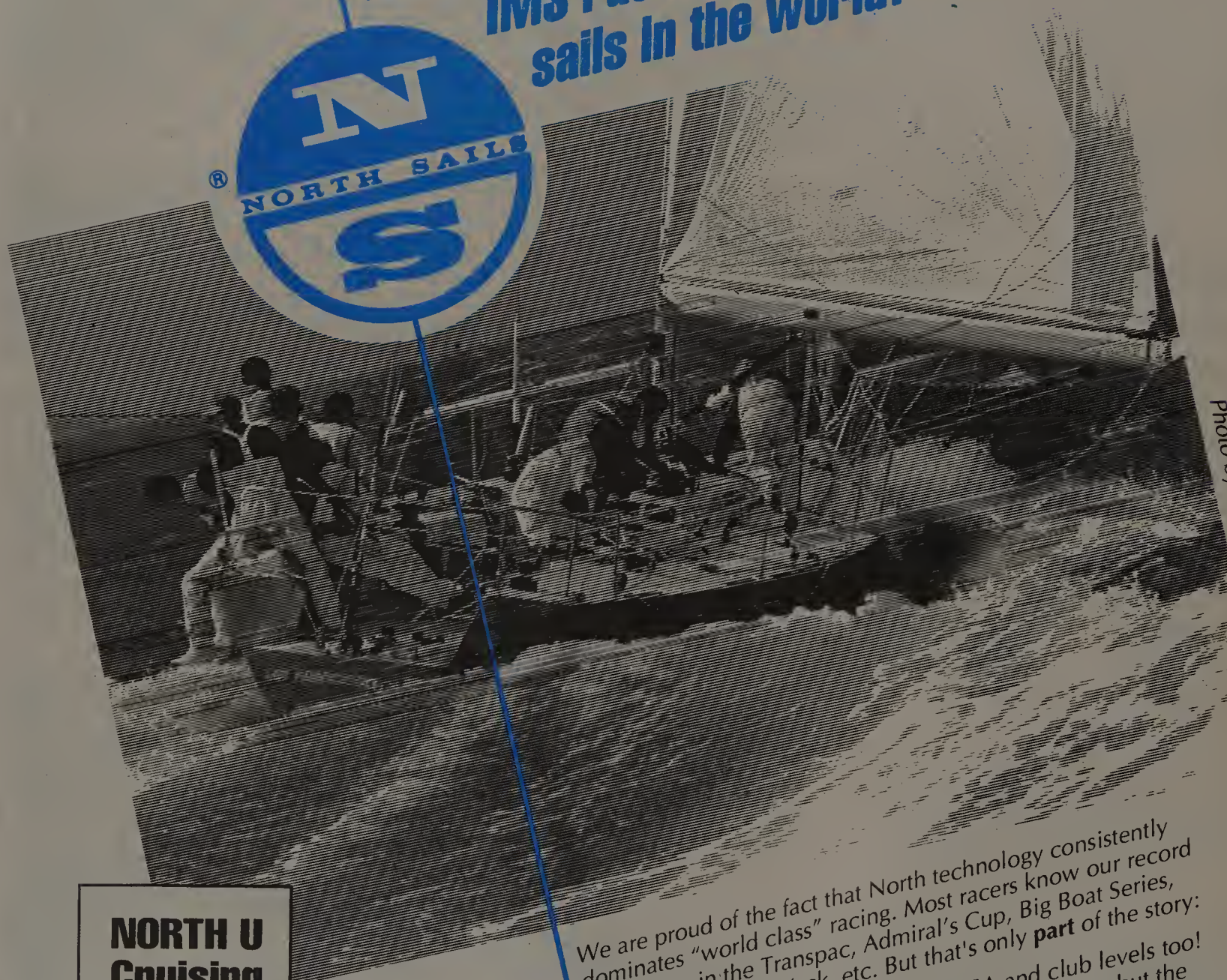


Photo by Latitude 38

**NORTH U
Cruising
Course:
March 9
Call us....**

NORTH SAILS
2415 Mariner Square
Alameda, CA 94501
(415) 522-5373

We are proud of the fact that North technology consistently dominates "world class" racing. Most racers know our record of winners in the Transpac, Admiral's Cup, Big Boat Series, Long Beach Race Week, etc. But that's only **part** of the story: North technology dominates at the YRA and club levels too! Our "grand prix" victories may grab the headlines, but the heart of our success really begins with the hundreds of PHRF, IMS and One-design racers that compete and **WIN** every weekend — using North Sails!

Our international computer network provides a worldwide pool of FAST design improvements. North sailmakers in 21 countries constantly share the latest technological developments, so each North loft is able to provide their local customers with the hottest new designs ...before our competition begins to imitate them!

SUBSCRIPTIONS

- ☐ Enclosed is \$45.00 for one year
First Class Postage (Delivery Time 2 to 3 days)
(Canada: First Class *only*)
- ☐ First Class Renewal

- ☐ Enclosed is \$20.00 for one year
Third Class Postage (Delivery Time 2 to 3 weeks)
- ☐ Third Class Renewal

- ☐ Gift Subscription
Gift Card to read from:

*We regret that we cannot accept foreign subscriptions.
Please allow 6 to 8 weeks for delivery of first issue.*

Name

Address

City

State

Zip

DISTRIBUTION — Northern California

- ☐ We have a distribution point in Northern California which will distribute copies of *Latitude 38*. Enclosed is our name and street address. Copies will be sent via UPS at no cost to the distributor.
- ☐ Please send me further information for distribution outside Northern California.

Name

Address

City

State

Zip

Phone Number

Latitude 38

"we go where the wind blows"

Publisher & Executive Editor Richard Spindler
Co-Publisher Kathleen McCarthy

Managing Editor John Riise
Associate Editor Rob Moore
Advertising John Arndt
Advertising Mitch Perkins
Production Manager Colleen Levine
Production Christine Weaver
Production Marlene Starrett
Bookkeeping Robyn Tedd

Printed on Recycled Paper

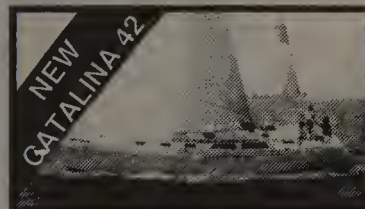
P. O. Box 1678, Sausalito, CA 94966
(415) 383-8200 FAX: (415) 383-5816



On the Harbor — Santa Cruz

A BETTER WAY TO BUY A CATALINA

O'Neills offers you more than quick deals and low prices. We offer you very competitive pricing yet will always provide the extra service and attention that makes boat ownership enjoyable. Things are little more relaxed in Santa Cruz and you'll enjoy the extra time and care we take in helping find the boat that's right for you. Visit us in Santa Cruz.



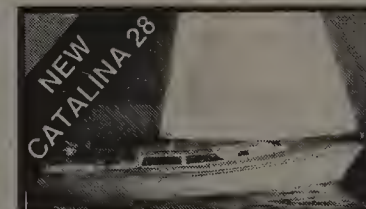
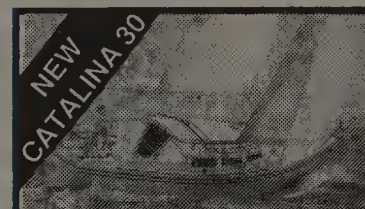
CATALINA 42

A Catalina master piece, this extremely spacious, 4 cabin performance cruiser is the ideal move up to true sailing luxury.



CATALINA 34

Tried and true, one of the most popular boats Catalina now offers. Come see why at O'Neill Yachts.



BROKERAGE

Seriously looking for brokerage listings.
Large power and sail. We have buyers.



CAL33, '88. Performance cruiser. Exceptionally equipped w/spinnaker, Harken furling, extensive sail inventory, 3 cyl. Yanmar diesel, electronics. \$68,500.



PETERSON 34. Contemporary performance cruiser. Well detailed w/ fine teak interior. Extensive sail inventory including spinnaker. Diesel auxiliary. \$28,000.



CAL39, '88. This rare Mark III version, aft cabin model includes roller furling system, spinnaker, equip., electronics and more. \$69,500.



CATALINA 34, '88. Bristol condition, Loran, full elect., roller furling. \$59,500.

O'Neill Yachts — Providing Consistent Quality Boat Dealership
for Monterey Bay



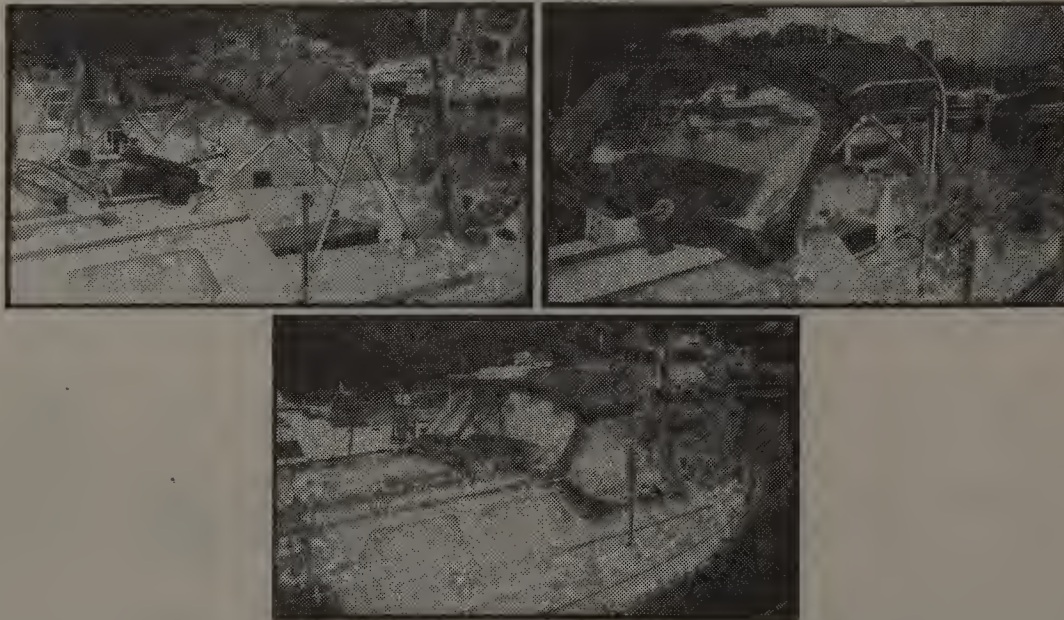
2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062
(408) 476-5202

2025 CLEMENT AVENUE
ALAMEDA, CALIFORNIA
94501



(415)
521-1829

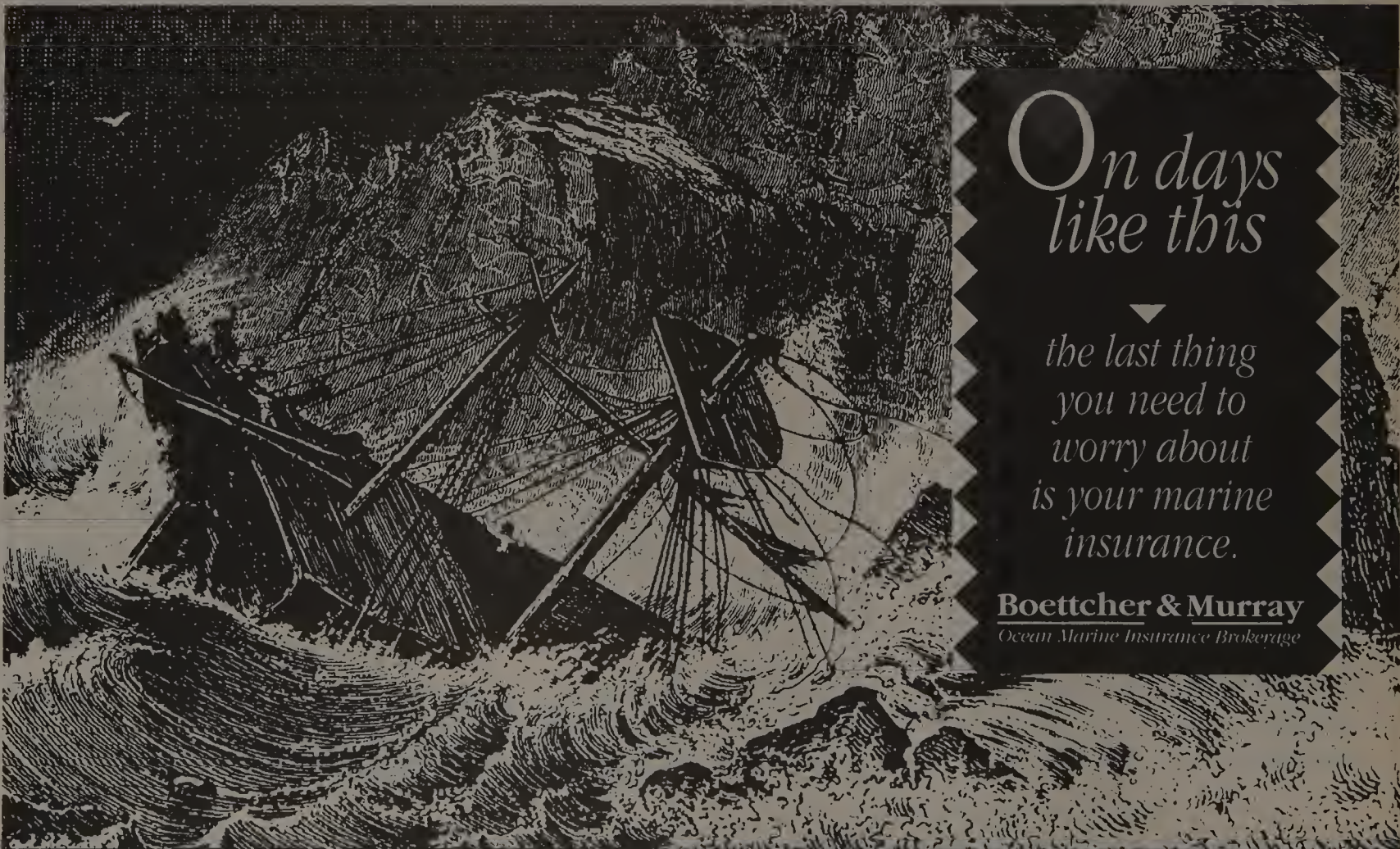
SAILCOVERS
BOAT COVERS
ENCLOSURES
DECK
AWNINGS
HATCH
COVERS
SUNSHADES



INTERIOR
AND
EXTERIOR
CUSHIONS

CUSTOM
WORK OF
ANY TYPE AS
WELL AS ALL
SUPPLIES FOR
THE HOME
CANVAS
MAKER

**PACIFIC COAST CANVAS IS COMMITTED
TO DESIGNING AND BUILDING THE FINEST DODGERS
AVAILABLE TO THE MARINE MARKET**



*On days
like this*

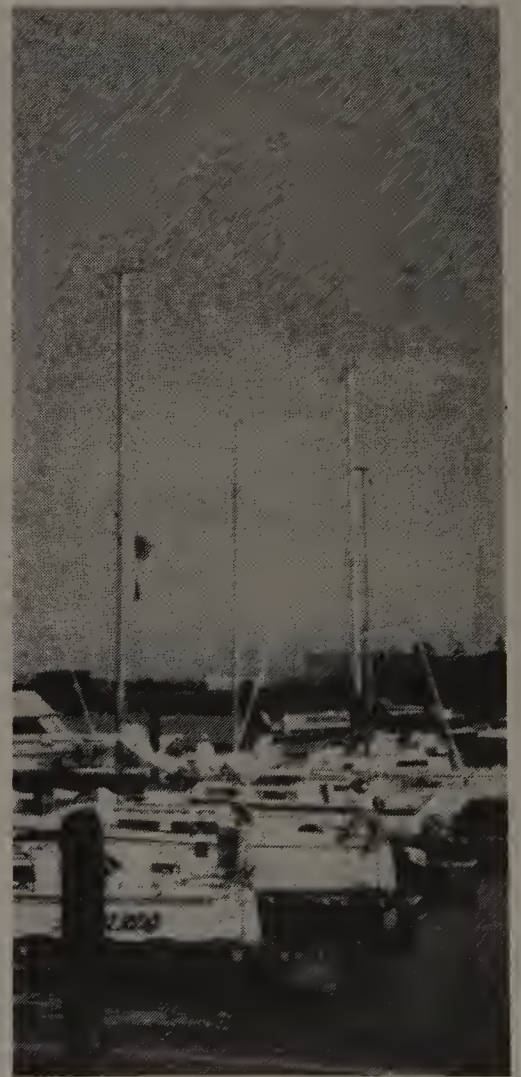
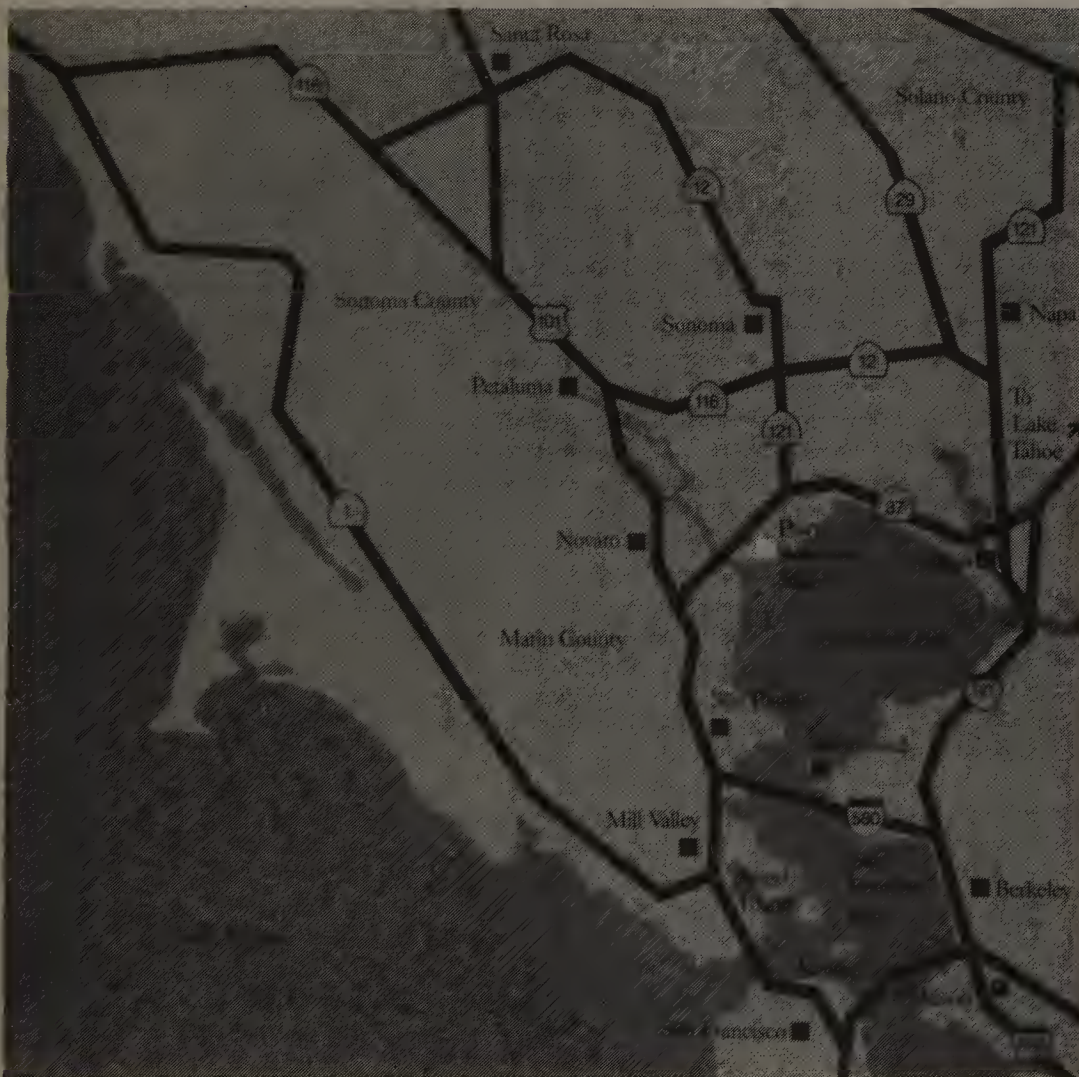
*the last thing
you need to
worry about
is your marine
insurance.*

Boettcher & Murray
Ocean Marine Insurance Brokerage

The Right Coverage for the Right Premium. Buzz Boettcher/Phil Murray 1-800-343-4292



**\$4.00 Per Linear Foot Slip Rental Rate . . .
Lowest Rate in Marin and Sonoma Counties!**



East of Novato on Highway 37
(415) 892-0923 or (707) 778-8055
Mail: P.O. Box 686, Novato, CA 94948



SAILMAKERS

SPECIAL FURLING GEAR DISCOUNT PRICES

- Sails
 - Furling Systems
 - Full Batten Mains
 - Stoboom
- and sail & furling system installation packages
Call Today For A Quote

- Custom Cruising and Racing Sails
- Repairs and Recuts
- Roller Furling Systems
Sales, Installation and Service
Roller Reefing Sail Conversions
- Stoboom: Tames Your Mainsail
- Full Batten Mains, Lazy Jack and Dutchman™ Systems

"THE FURLING SYSTEMS EXPERTS"

Specializing in

HARKEN PROFURL

*Put Hood's Services
To Work For You*

HOOD **HOOD SAILMAKERS**

Call Al "Punky" Mitchell
466 Coloma St., Sausalito, CA 94965
(415) 332-4104

HELMUT'S

MARINE SERVICE INC.

INVITATION

**COME AND CELEBRATE
WITH US**

3 Years in San Rafael

Sunday, April 7th • 11 a.m. to 4 p.m.
at Helmut's, 145 Third Street
San Rafael, California 94901
(415) 453-1001 • 1-800-326-5135

**SAVE
10% to 50%**

on any
VOLVO PENTA
or **ARCO**
parts & accessories
that day.

Phone orders
accepted
April 5th-9th.

Live
Octoberfest
Music

PLUS
We will
Donate 5%
of anything
sold that day
to the
charity*

Great
Food & Drink

• **RAFFLE** •
with terrific
prizes

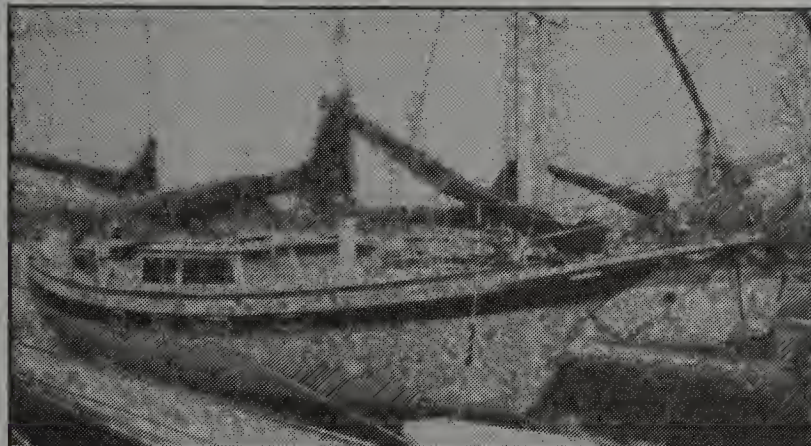
ARCO

*All proceeds will be donated to Hospice of Marin

VOLVO PENTA



LOCATED: GRAND MARINA, ALAMEDA (415) 521-1929



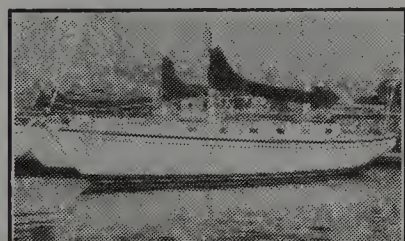
FREEPORT 41

Probably one of the best liveaboard sailboats ever conceived. This one has been epoxied and is loaded with gear. If you've seen the others, you owe it to yourself to see this one. Asking a flexible \$84,500.



HANS CHRISTIAN 34

Truly in showroom condition. She's waiting for that adventuresome couple who want to sail away and explore exotic islands. Call for complete inventory and appointment to view. Asking \$69,900.



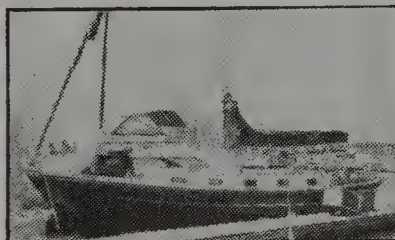
45' Coronado\$79,500
New listing. Great liveaboard!



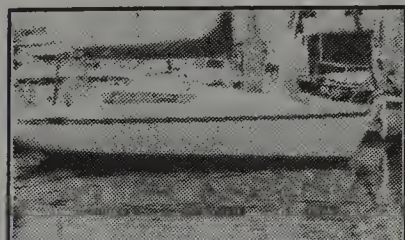
Ranger 33\$29,500
Diesel. Wheel.



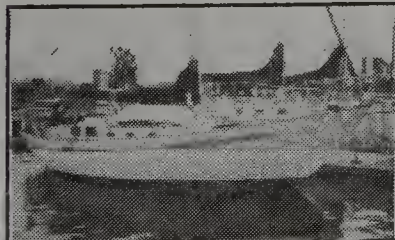
39' Cal\$74,000
Great coastal cruiser!



Brewer 35\$74,000
Classic cruiser. Mint condition!



29' Elite\$29,500
All offers considered.



Mason 37\$85,000
Cruise equipped. At our docks.

BROKERS CHOICE

24' WAVELENGTH	12,500	36' ISLANDER	39,500
27' ERICSON	16,500	36' ERICSON CRUISING	49,000
27' SUN	17,500	37' IRWIN	47,000
27' NOR SEA	35,000	37' EXPRESS	115,000
28' NEWPORT	2 from 12,500	38' C&C	65,000
29' ERICSON	2 from 16,500	39' YORKTOWN	59,950
29' LANCER	19,950	39' CAL	74,000
29' J BOATS	2 from 27,500	40' CHEOY LEE OFFSHR 40 . Listing Pending	
29' ELITE	29,500	41' YANKEE CLIPPER	59,950
30' ODYSSEY	16,900	41' FREEPORT	84,500
30' O'DAY	29,950	43' ALDEN SCHOONER	64,900
30' BRISTOL	30,000	44' PETERSON	109,000
30' CAPE DORY	44,500	44' NORSEMAN 447	199,000
30' FREEDOM	59,500	45' CORONADO	79,500
31' PACIFIC SEACRAFT	89,500	45' COLUMBIA	116,000
32' DREADNAUGHT	19,500	48' 585, 1971	99,500
32' VALIANT	2 from 39,500	55' SWEDE	125,000
32' WESTSAIL	2 from 49,500	57' SPAULDING	99,000
33' RANGER	2 from 29,500		
33' PEARSON 10 METER	36,950		
33' CUSTOM STEEL	55,000		
34' SABRE, 1987	89,000		
34' HANS CHRISTIAN	69,500		
35' FORMOSA	39,500		
35' SANTANA	from 38,500		
35' RAFIKI	Listing Pending		
35' BREWER	74,500		

MANY MORE BOATS AVAILABLE
THROUGH OUR SAN DIEGO
AND MARINA DEL REY OFFICES.
CALL FOR COMPLETE LIST.

3007 WASHINGTON, SUITE 100
MARINA DEL REY, CALIFORNIA 90292
FAX (213) 306-4801
(213) 306-1882

1071 SHAFTER STREET
SAN DIEGO, CALIFORNIA 92106
FAX (619) 224-9225
(619) 224-3277

2099 GRAND STREET
ALAMEDA, CALIFORNIA 94501
FAX (415) 522-6198
(415) 521-1929

Sailing's a Breeze!

No
Membership
Required

sign up now
**IRELAND
CANAL
ADVENTURE**

spend two weeks cruising on a
canal barge from pub to pub on
Ireland's Grand Canal
in Sept. '91

Offshore Classes
Aboard an Ocean 71
Call for Details



CASS' MARINA INC.

SAILBOAT CHARTERS/SAILING SCHOOL
1702 Bridgeway at Napa Street •
P.O. Box 643 • Sausalito, CA 94966 •
(415) 332-6789

YACHT CLUB MEMBERSHIP

THE SAUSALITO CRUISING CLUB -
THE FRIENDLIEST YACHT CLUB ON THE
BAY IS ACCEPTING APPLICATIONS
FOR MEMBERSHIP

LIMITED TIME OFFER:

**1/2 PRICE
\$75 INITIATION FEE**

WE OFFER:

- SAILING • FOOD
- CRUISING • FUN
- RACING • GOOD CHEER

ANNUAL DUES:
Adults \$200
Young Adult
and Youth
Memberships
Available

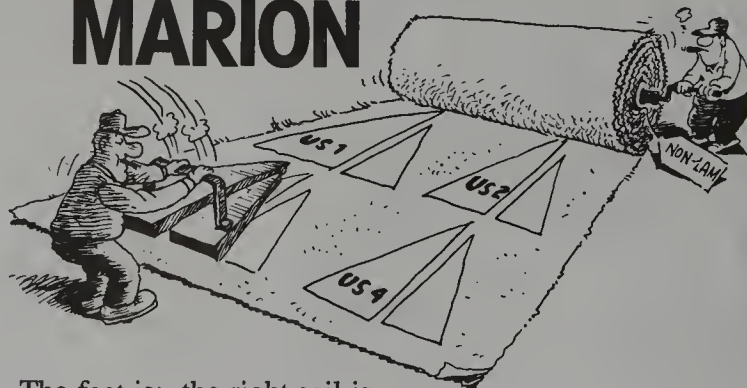
Members of YRA, SBRA and PICYA



SAUSALITO CRUISING CLUB

Foot of Napa Street, Sausalito, CA
For Information Call Our Hotline
(415) 332-9349

YOU'RE NOT JUST ANOTHER SAIL AT MARION



The fact is: the right sail is
not just a single design formula to fit everyone.

At Marion we take a different approach to the design and
construction of sails. We're interested in your performance
expectations, your sailing style, and where you intend to sail.

Put our knowledge and experience to work for you. Call the
experts at Marion about your individual sail requirements.

For New Sails call: Dick Pino & Howie Marion
For Repairs & Recuts call: Bill Colombo
For Dodgers & Canvas call: Nan Gray



(415) 523-9411

SAILS BY MARION: Sails, Recuts, Repairs, Canvas
Loft: Alameda Marina, 2035 Clement Avenue, Alameda CA 94501
Mail: P.O. Box 4014-281, Alameda, CA 94501

The Best Little
Boatyard In Marin —

Al Blair's
MARIN COUNTY BOAT WORKS

We Do It All & We Do It Right!

Premium Painting
Classic Woodwork • Rigging Work
Fiberglass Repair • Installations
Electrical • Blister Repair
Pick-up & Delivery Service

60 TON/65 FT. MARINE ELEVATOR
Tiller to Wheel Steering Conversions



(415) 456-3154

On the Canal in San Rafael
60 Bay Street • San Rafael, CA 94901

A
B
C



YACHT SALES

(415) 332-SAIL • (415) 332-7245 FAX 415-332-4580



MORGAN 46 Windlass, radar, new engine, storm hatches, many custom features. \$99,500.

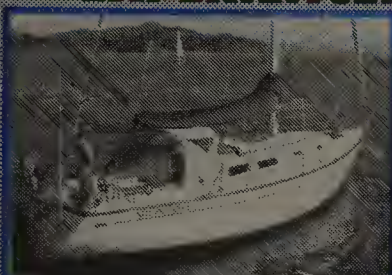


MACGREGOR 65 2 available. Racer w/4 chutes, 14 sails. Cruiser w/roller furling, very clean. 2 from \$110,000.

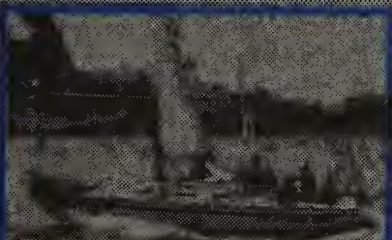


51' MORGAN, '77 3 staterooms, radar, roller furling, dodger boom gallies, owner anxious. Try \$130,000.

EXPERIENCED SAILORS REPRESENTING EXPERIENCED BOATS



CAL 39, '79 Roller furling, windlass, dodger, AP. \$59,500.



35' SANTANA, '83 Harken roller furling headfoil, lazy jacks, varnished brightwork meticulously maintained, 14 sails. Asking \$43,000.



34' SAN JUAN, '81 Diesel, wheel, rod rigging, RF, jib, new LPU hull. \$39,000.



HUNTERS 37, 36, 34, 33 All equipped with dodger, roller furling jib, self-tailing winches, diesel aux, wheel steering. \$59,000, \$45,000, \$30,000.

SAIL

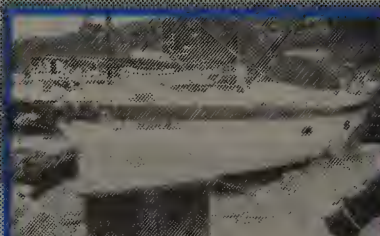
65' MACGERGOR	2 from 110,000	36' J, 1981	69,000
55' CLIPPER SCHOONER, 1975	125,000	36' PEARSON, 1985	85,000
51' MORGAN, 1978	145,000	35' SANTANA, 1983	43,000
50' COLUMBIA, 1972	59,000	35' ERICSON	32,000
48' CUSTOM CUTTER	75,000	35' SANTANA, 1979	43,000
48' HANS CHRISTIAN, 1986	305,000	35' SANTANA, 1983	43,500
48' HUGHES, 1972	99,500	34' HUNTER, 1983	49,000
46' MORGAN, 1980	112,000	34' PETERSON	28,000
45' COLUMBIA	2 from 75,000	33' GUERNEY alum	56,000
45' EXPLORER, 1979	100,000	33' HUNTER, 1979	32,000
45' HANS CHRISTIAN, 1976	127,500	33' HUNTER, 1981	32,000
45' MORGAN, 1978	95,000	32' ARIES, 1976	33,500
45' MULL, 1981	175,000	32' GULF, 1982	56,000
44' CSY, 1978	110,000	32' WESTSAIL	49,500
44' HARDIN, 1979	99,000	31' BOMBAY	28,000
44' LAFITTE, 1980	155,000	31' VINDO, 1974	41,000
44' MARTIN BROTHERS, 1951	56,000	30' BRISTOL, 1973	30,000
43' HANS CHRISTIAN, 1977	125,000	30' ERICSON, 1986	45,000
42' COOPER, 1981	109,000	30' ERICSON, 1985	38,900
41' FREEPORT, 1976	89,500	30' ISLANDER	20,000
41' FREEPORT, 1978	85,000	30' MORGAN, 1970	22,500
41' MORGAN	78,000	30' NEWPORT	17,000
41' RHODES, 1966	60,000	30' PEARSON 303	48,000
40' LIDGARD, 1982	65,000		
40' RHODES, 1939	22,000		
40' C&C, 1981	112,000		
40' MOTIVA STL PH, 1981	85,000		
40' VALIANT, 1978	98,900		
40' WORTH, 1984	105,000		
39' CAL	59,500		
39' FREYA	67,500		
39' LANDFALL, 1978	98,900		
38' FARALLONE, 1959	25,000		
38' CATALINA, 1983	45,000		
38' HANS CHRISTIAN, 1983	107,500		
38' MORGAN, 1979	66,000		
37' HUNTER, 1984	62,000		
37' TAYANA, 1978	79,000		
37' ISLANDER, 1968	49,500		
37' TARTEN, 1982	79,000		
36' HANS CHRISTIAN, 1975	62,000		
36' CAPE DORY, 1979	74,000		
36' CS, 1981	59,500		
35' WARRIOR, 1974	55,000		
36' ATKINS, 1985	35,000		
36' CS, 1981	74,500		
36' FORMOSA, 1980	45,000		
36' HUNTER, 1981	45,000		
36' ISLANDER, 1979	49,500		
36' ISLANDER, 1976	2 from 46,000		

POWER

65' FANTAIL YACHT	89,000
57' CHRIS CRAFT	169,000
53' BLUEWATER, 1981	160,000
51' BLUEWATER, 1984	159,000
50' DEFEVER	185,000
50' CHRIS CRAFT, 1960	115,000
49' ALBIN, 1980	165,000
48' DUTCH BARGE, 1950	64,500
45' GALLERT, 1986	189,000
43' CAL FB, 1984	185,000
43' PRESIDENT, 1983	160,000
43' TROJAN, 1986	310,000
42' CALIFORNIAN, 1986	211,000
42' UNIFLITE, 1984	169,000
42' RICHARDSON, 1965	55,000
41' PT TRAWLER, 1983	128,000
40' CRUIS-A-HOME, 1975	58,000
40' SILVERTON, 1983	119,500
37' HERSHINE	61,000
36' SEDAN TRAWLER, 1983	66,000
35' GOLDEN GATE, 1979	59,500
33' CHIEN HWA, 1976	55,000
32' CARVER	94,500
32' UNIFLITE, 1979	57,400
31' CRUIS-A-HOME	39,000
30' WILLARD, 1974	40,000



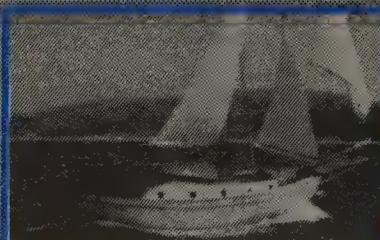
HANS CHRISTIAN 45 Ketch, autopilot, cold plate refer, propane, roller furling main & jib. New price: \$127,500.



FREYA 39, '84 Barent self-tailing winches; 90%, 130% & spinnaker; 160 hrs. on Yanmar dsl. \$67,500.



CSY 44 World cruiser, dodger, windvane, autopilot, 400 gal. water. \$99,500.



32' WESTSAIL, '74 New engine, autopilot, refrigeration. Legal liveaboard slip. \$49,000.

(415) 332-7245



SAUSALITO



1 GATE 5 RD.

CA, 94965

ALWAYS READ THE FINE PRINT

We've got it covered.

Les Harlander, Naval Architect & Marine Engineer, has not only designed three of his sailboats, he also holds numerous sailboat racing titles. Rowena Harlander has experience as a commercial fisherman. Together, they spent more than six months last year cruising French Polynesia on their 40 ft. sailboat which was built at Cal Coast Marine.

So, if you need people who know what you want we are here.



*P.S. We have an Ericson 32 in our yard
with a new LPU job going for \$18,000.
New Thunderbird deck and mast.
Best offer.*

310 West Cutting Boulevard
Richmond, CA 94804
(415) 234-7960

1070 Marina Village
Parkway, Suite 100
Alameda, CA 94501

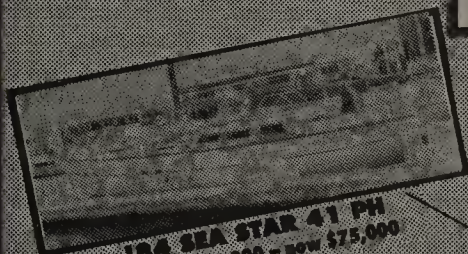
BILL GORMAN YACHTS

(415) 865-6151

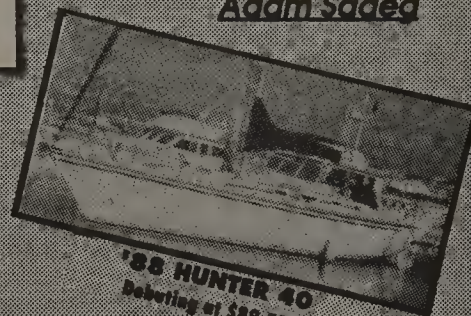
FAX (415) 865-1220

FEATURING:
THE BEST MAINTAINED
USED CRUISING BOATS

Sales: *Jack Meagher*
Adam Sadeq

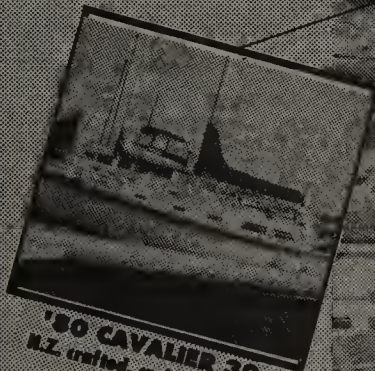


'84 SEA STAR 41 PH
Reduced \$10,000 - now \$75,000



'88 HUNTER 40
Debating at \$89,500

NEXT OPEN BOAT WEEKEND
(WEATHER PERMITTING)
MARCH 9 & 10



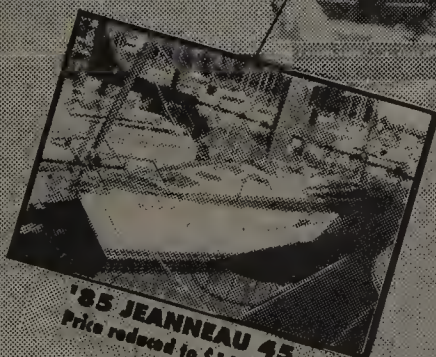
'80 CAVALIER 39
N.Z. crafted, cruiser proves



'80 FREEPORT 41
Now \$89,000



From 10 am to 4 pm



'85 JEANNEAU 45
Price reduced to \$149,000



'73 CHALLENGER 40
Affordable aft cabin ketch

SELLERS
WE NEED YOUR BOAT!
OVER 300 PEOPLE
SEE IT IN JUST ONE WEEKEND
CALL US - PLEASE!

BAY & COASTAL CRUISERS

• 36' PEARSON	44,500
• 36' COLUMBIA	34,500
• 34' C&C	40,000
• 34' WYLIE	34,500
• 34' ERICSON T	29,000
• 34' CORONADO	32,950
• 32' ELITE	49,000
• 30' CATALINA	25,000

• 30' LANCER	30,000
• 29' CAL	16,750
• 28' CAPE DORY	29,500
• 28' CONTEST	19,900

LIVEABOARD/CRUISERS

• 65' STEEL KETCH	570,000
• 55' TAYANA	340,000
• 45' JEANNEAU	149,000

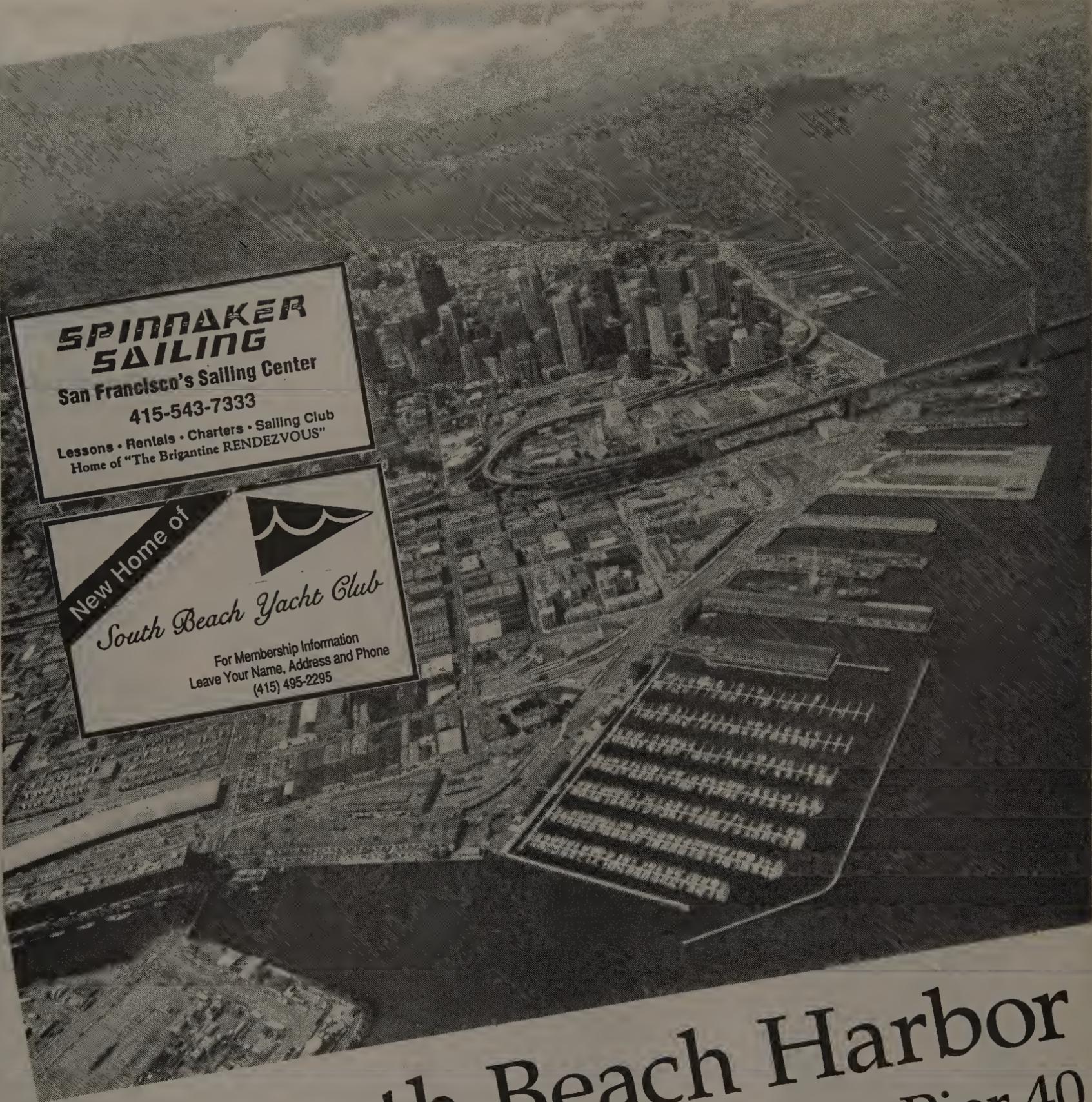
• 44' NORSEMAN	199,000
• 41' FREEPORT KETCH	89,000
• 40' VALIANT	89,000
• 40' HUNTER LEGEND	89,500
• 40' CHALLENGER KETCH	64,500
• 40' CHALLENGER	49,000
• 39' CAVALIER	99,000
• 38' CABO RICO	81,500

• 38' ERICSON	74,500
• 37' CREALOCK	78,000
• 36' LANCER	57,900
• 34' TRUE NORTH	55,900

POWER BOATS

• 45' ANGEL	215,000
• 41' MMC	99,000
• 40' GOLDEN STAR	145,000

• ALSO IN THE OPEN BOAT WEEKEND



**SPINNAKER
SAILING**

San Francisco's Sailing Center
415-543-7333

Lessons • Rentals • Charters • Sailing Club
Home of "The Brigantine RENDEZVOUS"

New Home of



South Beach Yacht Club

For Membership Information
Leave Your Name, Address and Phone
(415) 495-2295

South Beach Harbor on the San Francisco waterfront at Pier 40

- Ideal Sailing Weather
- Walk to Downtown, Cable Cars, Bart
- 500' Guest Dock, Visitors Welcome
- Showers, Restaurants, Dock Carts, Ice
- No Surge, Concrete Docks, Phone Hook-Ups
- 24 Hour Security, Locked Gates
- Secure Permit Parking For Berth Renters

The Embarcadero at Pier 40, San Francisco, CA 94107
Harbor Master: (415) 495-4911

CALENDAR

Nonrace

March 1 — "TransAtlantic Chartering", a free slide show by Clayton Williams. Stockdale Marine Theatre (Sacramento); 7:30 p.m.; call (916) 332-0775 for details.

March 1 — Cruising Seminar, presented by John Neal and Barbara Marrett. At the South San Francisco West Marine Products store; 7 p.m.; limited seating; \$4 in advance or \$5 at the door. Profits will go to Earthtrust, an organization dedicated to ending driftnetting in the Pacific. The seminar will be repeated at the WMP stores in Oakland (March 4) and Sausalito (March 5).

March 2 — Sail A Small Boat Day. Another opportunity to kick the tires on a dozen or more dinghies, sponsored by the SBRA (Small Boat Racing Association) and Richmond YC. Del Olsen, 233-1286.

March 1-3 — The San Francisco Chronicle Great Outdoors Adventure Fair in San Francisco's Concourse Exhibition Center. Most outdoor recreation activities represented, including lots of sailing. Stop by the Latitude 38 booth and swap sea stories. Diane Levy, 777-7120.

March 7-10 — Big Valley RV, Sport & Boat Show at San Joaquin County Fairgrounds in Stockton. Formerly an RV-only show, this year the format is opened up to include boats and sports for the first time. For details, call Denise Marengo, (209) 948-2111.

March 9 — Ranger Round-Up. A "rally and sail-in" for Ranger 29s at Encinal YC. Nancy or Al, 651-7326 or 657-8234.

March 11 — ESPN America's Cup coverage; 5:00 PST or thereabouts.

March 12 — WINE (Women Involved in Nautical Endeavors) Open House. This "tasting" is for women interested in meeting other women to learn more about racing, cruising or just plain sailing. 7 p.m. at the Club Nautique clubhouse in Ballena Bay. Karin Hempel, 983-7690, or Debbie Harika, 638-6662.

March 12 — Sailing movie of NorCal racing in the late '60s: Cal 40s hitting 17 knots, vintage MORA footage, Starbuck planing at 24 knots and more. Lee Sails (Alameda); 7:30; free. Donald Goring, 523-9011.

March 13, 1988 — Australian Jon Sanders sailed back into Fremantle, Aus., after his historic 71,000 mile singlehanded triple circumnavigation of the world. The non-stop voyage, which took 657 days, was accomplished in the 46-ft *Parry Endeavour*. Sanders became the 14th known person to sail around the globe non-stop — and the only one ever to do three unassisted laps in a row.

March 16 — Marine Swa(m)p Meet at Stockton Sailing Club. No charge to sellers; 8 a.m. to 2 p.m.; rain or shine! Cheri Skibo, (209) 462-4717.

March 16-17 — Grand Opening of Metropolitan YC's new clubhouse at 1955 Embarcadero, Oakland. All welcome for a weekend of live music and dancing, dinghy racing and lots of food and drink. MYCO, 536-7450.

March 17 — Hobie Day on Folsom Lake. The public is invited to enjoy free sodas, hotdogs and Hobie cat rides courtesy of Hobie Fleet 17. The fun starts at noon at Dyke 8. Kit Wiegman, (916) 736-0647 (w) or (916) 736-0609 (home).

March 19 — ESPN A-Cup coverage; set the VCR for 4:30 p.m.

March 20-24 — USYRU Spring Meeting. Palmer House, Chicago.

March 23 — "Riddle of the Tides", a double feature at the Bay Model (Sausalito). Pineapple purveyor Kame Richards, the Bay's foremost mustachioed tide master, will give a one hour talk illustrated by high altitude photos. Following that, the audience will observe four complete cycles of the Bay Model with Kame. \$4 at the door (\$2 to members of the sponsoring Catalina 30 fleet); Seth Bailey, 521-5780.

March 23 — "Happy Hour Raft-up" at Clipper Cove for

TIBURON YACHT CLUB'S FIRST ANNUAL CREW LIST PARTY!

Learn
to
Sail



Race
or
Cruise

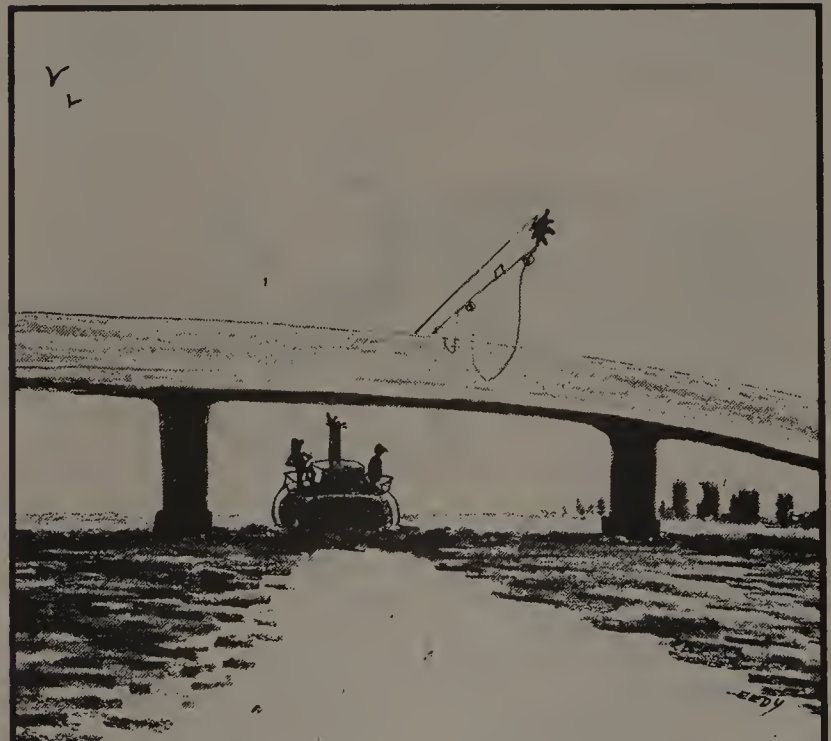
Meet boat owners who are looking for crew for racing, cruising or both. Get a chance to visit boats and meet people who love to sail.

Saturday, April 13th, 1991 • 3 to 6 p.m.
ADMISSION IS FREE!

If you need further information, call
Mike Hofman at (415) 821-3760 (until 9 p.m.)
Sandra Blake at (415) 435-6285 (until 9 p.m.)

TIBURON YACHT CLUB - PARADISE CAY

101 to Paradise Dr. exit. Paradise Dr. is east of 101. Take Paradise Dr. south to Paradise Cay (about 3 mi.). Turn left into Paradise Cay and left onto Trinidad Dr.



*"Nice going. I certainly hope you're insured
with Zeblick-Frisbee."*

TEDRICK-HIGBEE

INSURANCE SERVICE

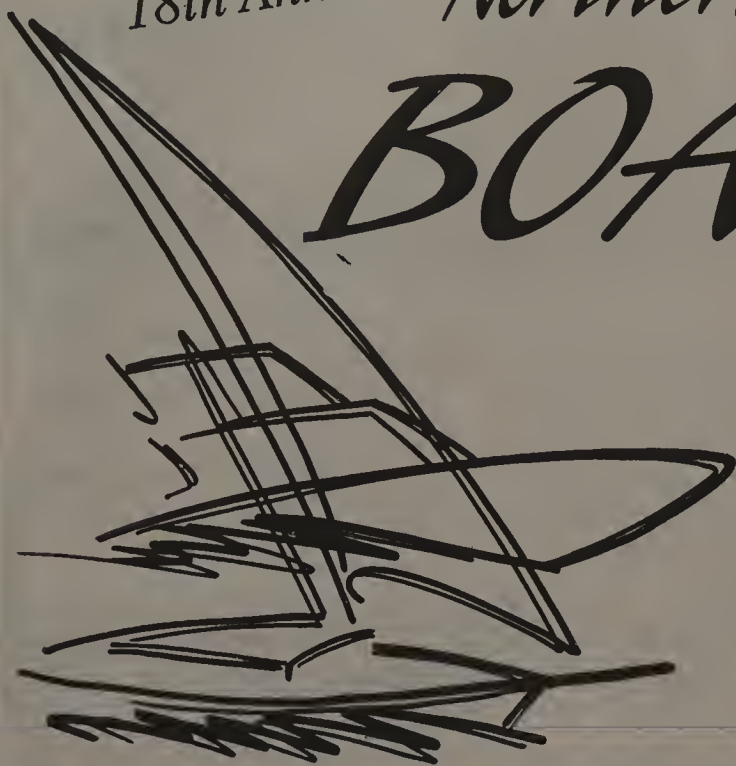
*The name to try to remember
in Marine Insurance.*

(415) 523-3435

18th Annual

Northern California Spring

BOAT SHOW



April 20th to 28th

Weekdays Noon to 7 p.m.

Saturdays 10 a.m. to 7 p.m.

Sundays 10 a.m. to 6 p.m.

Over 150 Yachts on Display!

Produced by the Northern California Marine Association

**SEE ALL THE BIG BOATS AT THIS IN-THE-WATER BOAT SHOW
MARINA VILLAGE YACHT HARBOR, ALAMEDA
FOR EXHIBITOR INFORMATION CONTACT DEE GODBEY (415) 521-2558**

SINGLEHANDED SAILING SOCIETY



1991 RACE CALENDER

March 30: SINGLEHANDED FARALLONES
June 15: IN THE BAY
July 27: SOUTH BEACH HARBOR
August 26: GREAT PACIFIC LONGITUDE
October 19 & 20: COYOTE POINT 1-2

Singlehanded & Doublehanded classes in all races, except the Farallones & Transpac. In addition, the SSS has a division in the OYRA races in which you may sail either singlehanded or doublehanded.

THANK YOU LATITUDE 38 FOR YOUR SUPPORT

*** JUNE 1992 ***

SINGLEHANDED TRANSPACIFIC RACE

The Singlehanded Sailing Society was conceived to provide a forum where sailors interested in the sport of shorthanded sailing could share their ideas and experiences. The development of personal skill in singlehanded sailing is encouraged through sailing events and seminars. Along with the races organized each year, we sponsor lectures and educational seminars to promote safe shorthanded racing and cruising, and to help prepare interested skippers for the challenge of the long distance races sponsored by the Society. All are welcome to attend. Please join us.

Commodore Dan Benjamin (415) 443-3213

Vice-Commodore Pat Zajac (415) 232-9965

Post Office Box 1716 • Mill Valley • Ca 94942

CALENDAR

Farallon 29s, Bodega 30s and Golden Gate 30s. Chuck Woods, 443-8110.

March 23 — Master Mariner's Annual Pot Luck and Post-St. Paddy's Day Party. 6 p.m. at the Sausalito Cruising Club. Sailing videos, sea chanties and leftover Irish folk songs. Info, 522-1111.

March 24 — Sailing Network Bi-Monthly Meeting. Make sailing connections at Metropolitan YC from 6-8:30 p.m.; \$2 at the door; Lynne Orloff-Jones, (707) 557-4648.

March 30-31 — Ericson 27 Fleet Cruise to San Francisco YC. Craig Haggart, (408) 739-1904.

April 3 — Latitude 38 Crew List Party. Same drill as last year Corinthian YC; 6-9 p.m.; \$5 entry at door; fun, fun, fun. Latitude, (415) 383-8200.

April 5 — "Catamaran Adventure", a free slide show by Brian and Greg Jodor about their 1,100 mile sail in their Hobie 18 down Baja and up the Sea of Cortez. Stockdale Marine Theatre (Sacto); 7:30 p.m.; free; Stockdale Marine, (916) 332-0775.

April 6 — Cal 29 Cruise to San Rafael YC. Doug Clark, 964-0912.

April 7 — Nautical Flea Market at Elkhorn YC. Music, grog, fun and games. (408) 724-3875.

April 7 — Helmut Marine Service's Third Anniversary Party, 11 a.m. to 4 p.m. at their shop (145 Third St., San Rafael). Customers, friends and boatowners are invited to enjoy live music (Octoberfest band), food and a raffle. A percent of proceeds will benefit Hospice of Marin. For details, call Helmut's at (800) 326-5135 or 453-1001.

April 13 — Nautical Flea Market at Encinal YC. Buy or sell experienced marine gear beginning at 0700 for sellers (\$10) and 0800 for buyers (free). Refreshments available. Skip Cooper, 376-0982.

April 14-20 — Sea of Cortez Sail Week, aka Baja Ha Ha. See retrospective photo essay beginning on page 96.

April 28 — PICYA's Opening Day on the Bay. This year's theme is "The San Francisco Experience".

April 30, 1970 — American Robin Lee Graham sailed into Long Beach to complete a five-year, 30,600-mile circumnavigation (with numerous stops) on two different boats named *Dove* (a Cal 24 and an Allied 33). The trip — immortalized in a book and a movie (in the flick, *Dove* was a Ranger 23) — was notable for the fact that Graham was only 16 when he took off. These days, Graham lives on an 80-acre ranch in Montana with his wife Patti (whom he met during his voyage) and their two children. The family windsurfs on nearby lakes, but that's about the extent of their sailing.

Racing

March 2-3 — Spring Dinghy Regatta for 505s. StFYC, 563-6363.

March 2 — Newport Harbor YC's Cabo Race. See Race Notes. Mette Madsen, (714) 673-7730.

March 9-10 — Spring One Design Invitational (E-22, Express 37, Islander 36, J/35, Olson 30, Santana 35, Tartan 10). StFYC, 563-6363.

March 9-10 — Northern California Youth Sailing Association Symposium/Regatta at Richmond YC. A fun and informative weekend of El Toro and Laser sailing for all levels of junior sailors (ages 9-19). Bring a notebook, life jacket, bailers, wet suit (optional) and \$10 cash for the entry fee. Patrick Andreasen, 347-0259 (before 9 p.m.)

March 9-10 — BYC/MYCO Midwinters Champion of Champions Regatta. Awards ceremony for all BYC/MYCO winners in the BYC clubhouse at 1700 hours. Bobbi Tosse, 939-9885.

March 12-16 — Congressional Cup. What a line-up! Chris

Cityyachts

10 Marina Blvd., San Francisco, CA 94213

(415) 567-8880 • FAX 415-567-6725

SAILBOATS

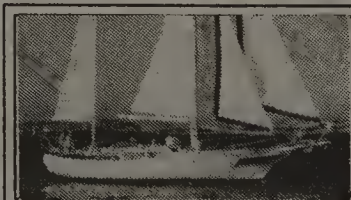
25' NORTHSTAR	15,000
29' CAL Sloop	23,000
30' BRISTOL	30,000
30' FARR	22,500
30' ERICSON	40,000
30' LANCER	26,900
31' CAL	30,000
32' ERICSON	29,500
34' ALDEN	29,500
35' SANTANA	55,000
35' PRETORIEN	75,900
35' PETERSON One-Ton	29,000
35' C&C	38,500
36' PEARSON 365	78,000
36' LANCER	52,000
36' CS Sloop	59,500
36' ISLANDER	2 from 49,000
38' FARALLONE Clipper 2 from	28,000
38' ERICSON	99,950
42' CHALLENGER	84,500
41' NEWPORT	69,000
41' C&C	149,000
44' PETERSON	110,000
44' CSY	110,000
44' NORDIC	142,000
45' COLUMBIA	79,000
46' MOTORSAILER	129,000
47' S&S CUSTOM Sloop	140,000
47' VALIANT	Offers/ 195,000
47' OLYMPIC	199,000
65' SWAN 651	1,250,000

POWER

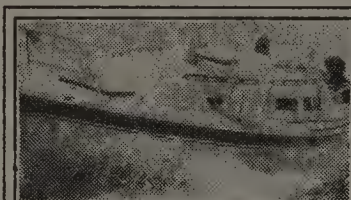
26' BERTRAM	55,000
30' FAIRCHILD	65,000
32' GRAND BANKS	2 from 38,000
32' CARVER MARINER	83,000
34' MARINE TRADER	49,500
35' BERTRAM Convertible	98,500
35' FLYBRIDGE Sedan	66,000
36' GRAND BANKS	2 from 59,500
37' HATTERAS	154,500
38' BERTRAM CONVERTIBLE	195,000
38' BERTRAM MOTORYACHT	89,500
38' BAYLINER	125,000
38' MATTHEWS CLASSIC MY	58,500
40' BLUEWATER	79,000
41' SPOILER	190,000
41' SUNDECK MOTOR YACHT	149,000
41' MONK PARTY BOAT	80,000
42' UNIFLITE	178,000
42' GRAND BANKS	77,000
42' GRAND BANKS	149,500
42' LIEN HWA	149,000
43' ALBIN TRAWLER	115,000
43' PRESIDENT SF	150,000
49' ALBIN TRAWLER	155,000
50' STEPHENS	140,000
51' SPOILER	350,000
52' NORDIC	465,000
57' CHRIS CONNIE	175,000
78' MONK	1,600,000



SABRE 36, 1986. Full race/cruise. North, Westerbeke, Schaefer, Lewmar. A must see!! *Sistership*



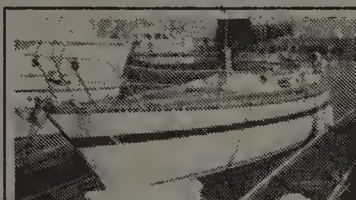
45' HANS CHRISTIAN, 1976. Bluewater cruiser. \$122,000.



CAL 31. A top quality boat at a very realistic asking price.



VALIANT 47, 1982. \$195,000/Offers.



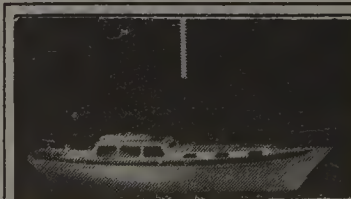
44' LAFITTE, 1981. Casual racer or serious cruiser. Prime San Francisco berth. \$140,000 or Property Trade.



EXPRESS 37 1986 "Any Sunday." Sobstad & Pineapple sails. Barient winches, support vehicle extra. \$98,000/Offers.



44' CSY CUTTER, 1978. Original owner. Ready and capable cruiser. \$110,000. *Sistership*



36' ISLANDER FREEPORT. New listing. Loaded w/gear. \$79,500.

Catalina//Morgan

SAN FRANCISCO BAY'S DEALER

CATALINA
22 • 25 • 27 • 28 • 30
34 • 36 • 38 • 42

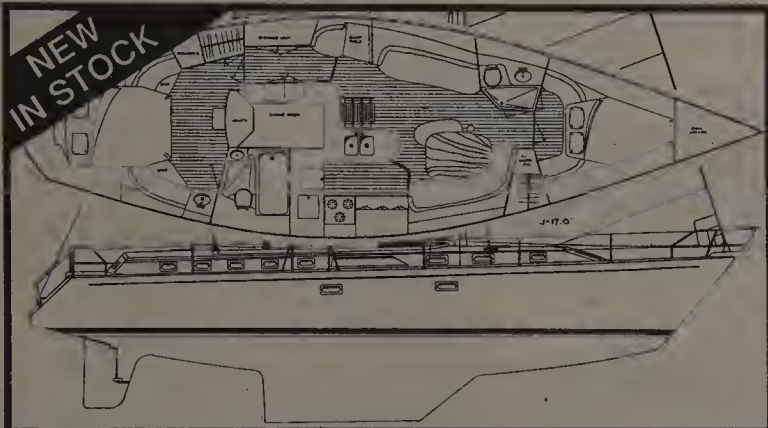
MORGAN

41 • 45

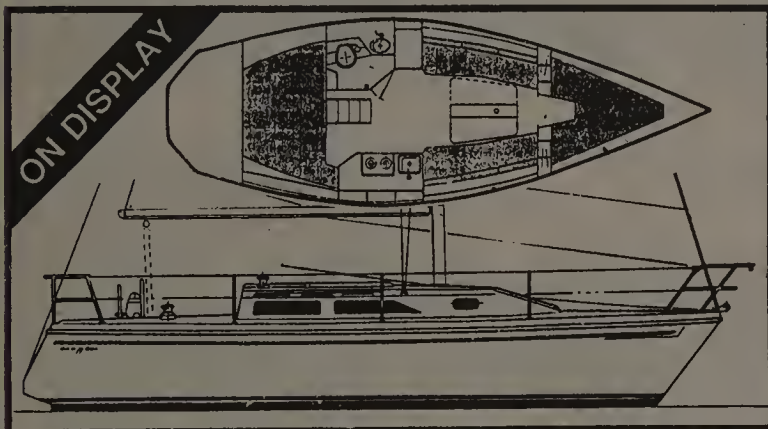
NEW

NONSUCH
26 • 30 • 33 • 36

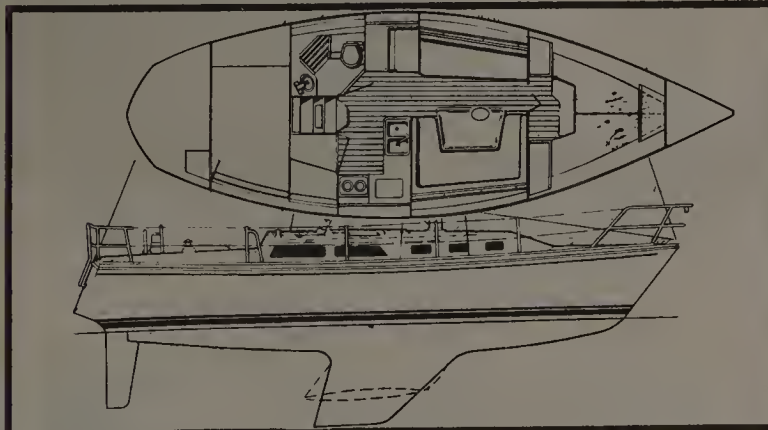
CATALINA YACHTS... Continuing a 20 year success story.



NEW MORGAN 45 The latest in offshore cruising and liveaboard comfort with center cockpit, aft cabin, spacious galley, 2 heads, shower, equipped with furling, KM, DS, VHF, microwave, refrigeration and more at \$184,500.



CATALINA 28 All new spacious 28 footer with 2 private double berths. Large head and galley, pedestal steering, walk-in transom, inboard diesel and more. A beautiful new boat with the comfort and room of most 30 footers. Sailaway \$41,995.



CATALINA 34 70 C-34's now sail on S.F. Bay and coastal waters. Standard equipment includes roller furling, KM, DS, VHF, safety & anchor gear, blister-guard and much more... Sailaway at \$76,795.

EAGLE YACHT SALES

SAIL	SAN MATEO
22' CATALINA	3 from 3,900
22' SANTANA, 1967	5,495
22' O'DAY, 1984	SOLD
24' COLUMBIA CHALLENGER	3,995
25' CATALINA, '78 w/trlr	12,995
25' CATALINA, 1981	SOLD
25' CORONADO, 1966	7,495
26' RANGER, '70 Mint cond	9,995
26' INT. FOLKBOAT, 1972	11,995
27' CATALINA, '78 Reduced	12,900
27' CATALINA, 1985	24,995
27' CATALINA, 1976	13,995
27' CATALINA, 1981	SOLD
28' HAWK FARM, '761-design	24,995
29' ERICSON, 1972, Loaded	18,995
30' CATALINA, '84	2 from 34,995
30' CATALINA, 1980	26,995
30' CATALINA, 1980	27,500
30' CATALINA, 1982	27,995
30' COLUMBIA, 1972	23,995
30' ERICSON	New Listing 18,995
30' CATALINA, '80	26,995
30' CATALINA, '84, Loaded	34,995
30' LANCER, 1984	26,995
31' IRWIN, 1984	48,995
32' MORGAN	Reduced 27,995
33' NAUT M5, 1982	SOLD
34' CAL, 1970 Exc. cond.	28,500
35' ERICSON	from \$32,995
35' NIAGARA, 1981 Reduced	69,995
36' PEARSON, 1981	69,995
36' CATALINA, '83	49,500
38' NAUT M5	95,995
38' CATALINA, 1981	49,995
42' CATALINA, 1989	118,995
43' COLUMBIA, 1971	68,995
48' CHEOY LEE, 1982	109,500
51' BALTIC, 1982	435,000

TELL PARK RANGER
EAGLE YACHTS FOR FREE ACCESS

**WE NEED
CATALINA
34 & 36
LISTINGS**

FARALLONE YACHT SALES

SAIL	ALAMEDA
47' VAGABOND, 1975	100,000
42' CATALINA, 1989	OFFERS
39' ERICSON 39B, 1975	57,500
36' CATALINA, 1986	69,950
35' NIAGARA, 1981	69,995
34' CATALINA, 1988	63,950
32' ERICSON, 1970	23,500
31' CAL, 1979	34,500
30' NONSUCH, 1986	95,000
30' NONSUCH, 1981	72,000
30' NONSUCH, 1981	57,500
26' NONSUCH, 1987	59,000
26' NONSUCH, 1982	45,000
30' CATALINA, 1985	SOLD
30' CATALINA, 1984	35,500
30' CATALINA, 1983	36,500
30' CATALINA, 1982	32,500
30' CATALINA, 1981	26,000
30' CATALINA, 1978	24,900
30' CATALINA, 1976	23,000
30' ISLANDER, 1979	24,900
28' ISLANDER, 1983	26,500
27' COLUMBIA 8.3, 1977	16,900
27' CATALINA, 1977	13,800
27' CATALINA, 1976	11,900
26' COLUMBIA MK 3, 1974	6,000
26' PEARSON, 1976	8,800
25' CATALINA, 1983	13,995
25' CATALINA, 1979	10,500
25' O'DAY, '76	8,000
23' MERIT, 1985	8,250
23' SANTANA, 1980	10,000
22' CATALINA, 1977	6,900
22' CAPRI, 1987	11,000



CATALINA 30. MOST POPULAR 30 FOOTER ON THE BAY, WITH TREMENDOUS COMFORT BELOW. 5 TO CHOOSE FROM. FROM \$24,900.



NONSUCH 30. NONSUCH QUALITY AND EASE OF HANDLING IN TWO HIGH VALUE BROKERAGE BOATS. HAVE A LOOK. FROM \$57,500



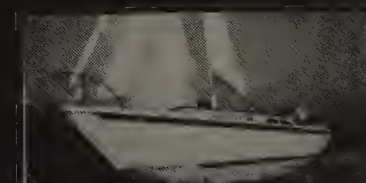
RAWSON 30. BANK REPO. MAKE OFFER.



ERICSON 32. EVERYTHING WORKS!! ENGINE REBUILT. BEAUTIFUL CONDITION. ASKING JUST \$23,000.



CATALINA 34. '88. LIKE NEW EXCEPT A LITTLE OLDER. \$63,950.



ERICSON 35. '75. DIESEL, TRADITIONAL INTERIOR, 8 SAILS, SPINNAKER GEAR, LOTS & LOTS OF GEAR. \$34,995.



MORGAN 41. '74. PERKINS 4-107, AUTOPILOT, DAVITS, REFRIG., DODGER. \$65,000.

* **Eagle Yacht Sales**

Coyote Point Marina, San Mateo
(415) 342-2838

Farallone Yacht Sales (415) 523-6730

"Everyone Needs a Bigger Boat"**KENSINGTON YACHT & SHIP BROKERS**

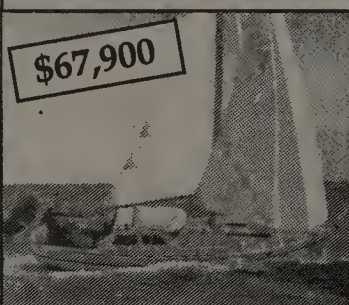
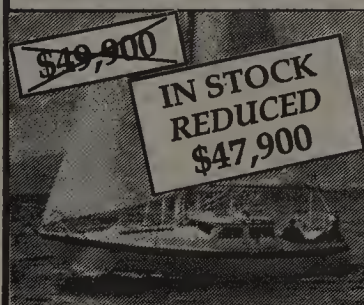
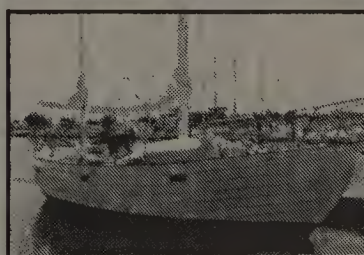
WEST BAY
475 Gate 5 Road, Sausalito
(415) 332-1707

TWO
CONVENIENT
LOCATIONS

EAST BAY
Mariner Square, Alameda
(415) 865-1777

**Exclusive Bay Area Dealer for Newport and Gulf
American Built at
Affordable Discounted Prices**

DUAL HELM PILOTHOUSE YACHTS COMPLETE SAILAWAY PACKAGES

Gulf 29**Gulf 32****Newport 33****Newport 38**

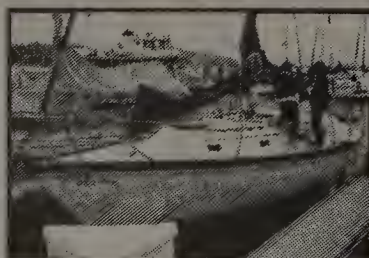
37' SWEDISH STEEL KETCH, 1968. Proven ocean cruiser! Unique lapstrake construction, tough & seaworthy. Warm interior, hull protected by cathodic system. Asking \$50,000.



40' DANISH STEEL PILOTHOUSE KETCH, 1981. Tough, proven, sound ocean veteran. Asking \$89,500.



25' PACIFIC SEACRAFT, 1977. Rugged full-keel double-ender, diesel. Clean, ready to cruise. Surveyed 10/90. Asking \$18,900.



HUNTER 37' Cutter, 1984. Cruise or liveaboard. Very clean, comfortable & loaded. Asking \$59,000.



37' TA SHING FLYING DUTCHMAN, 1978. Custom built sloop, recently refitted. A fast cruiser. Asking \$54,500.



33' DUTCH ALUMINUM SLOOP, '68. Maintained with pride of ownership; ocean cruiser/racer. Asking \$48,000.



37' TAYANA CUTTER, 1977. Beautifully groomed; traditional warm teak interior. Asking \$79,000



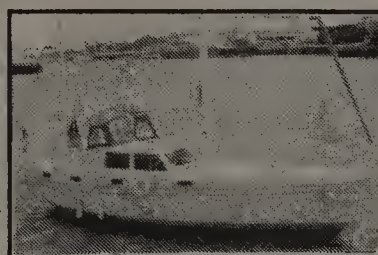
37' GULFSTAR sloop, '77. Clean, roomy liveaboard: frig LPG, H/C water & shower. Perkins 4 cyl dsl. Asking \$40,000.



42' CHEOY LEE CLIPPER, 1971. Classic lines of beautiful glass & teak in an ocean-worthy ketch-cutter. Asking \$89,000.



62' STEEL KETCH 1979. Spacious, ready-to-cruise, recently refitted. Asking \$179,000; Trade Considered.



45' COLUMBIA PILOTHOUSE KETCH 1971. Fantastic liveaboard w/ full amenities. Room for bowling alley or ballroom in main salon. Asking \$115,000.

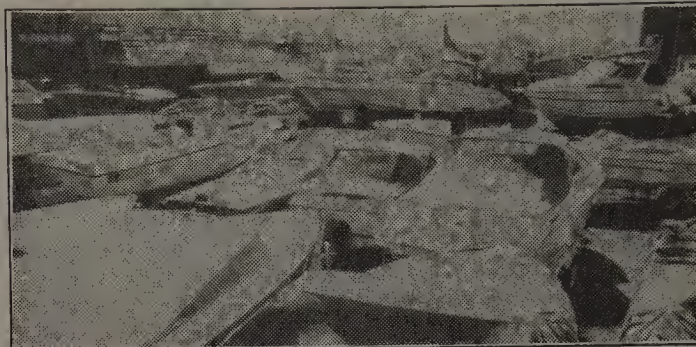


PEARSON 365 KETCH, 1979. Surveyed 6/90; yacht in great shape. Asking \$52,000.

SELECTED SAILBOAT BROKERAGE

25' PACIFIC SEACRAFT, '77	18,900	36' COLUMBIA (diesel), '69	39,000
28' NEWPORT II, '81	21,900	37' SPAULDING sloop, '49	50,000
28' ISLANDER, '82	23,000	37' GULFSTAR slip, '77	40,000/Offers
30' PEARSON, '73, new engine	22,000	38' ERICSON	2 from 67,000
30' PAC SEACRAFT ORION, '80	41,000	39' FREYA	2 from 67,000
30' PEARSON FLYER, '80	22,500	40' WORTH sloop, '84	105,000
31' VINDO, (Finnish), '74	41,000	40' ISLANDER FREEPORT .. 2 from 79,000	
31' DUFOUR, '79	39,500	41' MORGAN O/I, '73	70,000
32' ISLANDER, '76	39,500	43' GARDEN ketch, '77	99,000
32' PEARSON VANGUARD	23,000	44' RHODES sloop, '51	56,000
32' COLUMBIA (9.6M), '79	29,000	44' CHEOY LEE ketch, '81	99,000
33' HUNTER	2 from 30,000	45' HANS CHRISTIAN kitch '76	137,000
33' SWIFT (custom) sloop, '79	59,000	45' EXPLORER cutter, '79	105,000
34' HUNTER, '85	49,000	47' PERRY cutter, '81	119,000
35' SANTANA	2 from 35,000	53' ROBERTS STEEL kitch, '80	159,000
35' ERICSON, '75	34,900	60' GAFF cutter, 1911	95,000
36' UNION cutter	2 from 60,000	65' MacGREGOR, '87	139,000
36' FREEDOM sloop, '87	90,000	76' BALTIMORE CLIPPER '74	125,000

ALWAYS A BOAT SHOW



Come See Over \$3.2 Million In Stock



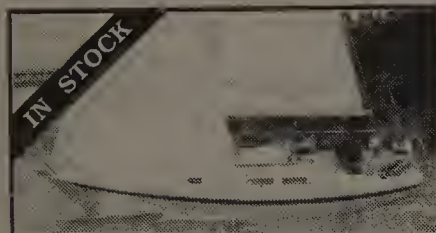
JEANNEAU 36



JEANNEAU 37



JEANNEAU 42



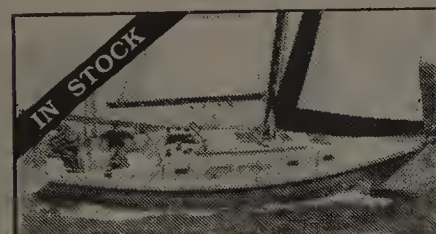
ERICSON 28



JEANNEAU 44



JEANNEAU 51



ERICSON 34

SOLD



FREEDOM 38 No need for crew!



CREALOCK 37

IT'S BOAT SHOW EVERYDAY AT NORCAL YACHTS

YACHT BROKERAGE LISTINGS PARTIAL INVENTORY

SZ	MAKE	YR	PRICE	SZ	MAKE	YR	PRICE	SZ	MAKE	YR	PRICE	SZ	MAKE	YR	PRICE				
20'	FLICKA	2from	SOLD	30'	CAL 9.2	'81	24,950	34'	EXPRESS	'87	80,000	37'	TAYANA	'77	78,000	39'	HANS CHRISTIAN	'83	149,000
22'	PEARSON	'86	11,500	30'	BRISTOL	'73	30,000	34'	HUNTER	'86	62,500	37'	CREALOCK	'82	109,950	40'	SANTA CRUZ	'82	85,000
24'	C&C	'78	9,000	30'	ERICSON+	'84	39,500	35'	FANTASIA	'80	74,750	38'	CATALINA		65,000	40'	PANDA	'80	115,000
24'	O'DAY	'88	19,750	30'	FREEDOM	'87	59,500	36'	LANCER	'83	49,950	38'	ERICSON	2 from	66,000	40'	BABA	'81	159,500
24'	DANA	2from	57,000	31'	PEARSON	'79	29,000	36'	FREEDOM	'87	89,500	38'	PEARSON 385	'84	110,000	41'	MORGAN O/I	'73	75,000
25'	PAC SEACRAFT	2 from	18,900	31'	HUNTER	'85	39,900	36'	CS	'81	59,950	38'	FREEDOM	'89	119,500	41'	CHEOY LEE	'65	87,000
27'	O'DAY	'77	12,500	32'	VALIANT	'77	47,000	36'	UNION	'85	65,000	38'	BALTIC	'83	135,000	42'	WESTSAIL	'76	109,900
27'	JEANNEAU	'84	22,750	32'	FREEDOM	'85	65,500					38'	SIRENA	'84	65,950	42'	PASSPORT	'84	219,500
27'	ORION	'80	34,950	32'	ERICSON	'89	76,950					39'	JEANNEAU	'82	SOLD	43'	SLOCUM	'85	170,000
27'	C&C	'73	19,950	33'	PEARSON	'77	39,900									45'	MORGAN	'73	95,000
28'	ISLANDER	'77	21,900	33'	C&C	'85	70,000									45'	PASSPORT	'81	157,400
28'	ERICSON	'81	27,900	34'	ERICSON	2from	69,950									46'	LIBERTY 458	3 from	179,000
29'	ERICSON	4 from	14,950	34'	JEANNEAU	'85	75,000									47'	JEANNEAU	'85	149,000
29'	COLUMBIA 8.7	'78	SOLD													56'	MAPLE LEAF	'80	195,000
30'	OLSON	'81	SOLD													64'	RHODES CUSTOM	'64	210,000

- ERICSON
- JEANNEAU
- GRAND SOLEIL
- PACIFIC SEACRAFT
- FREEDOM

NOR CAL
YACHTS
SINCE 1966

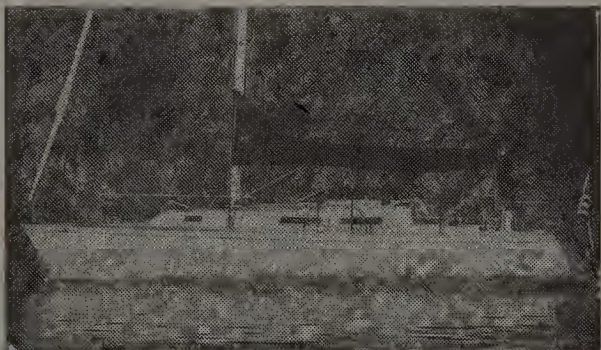
- CHRIS CRAFT
- THOMPSON
- DONZI
- FOUNTAIN
- LUHRS

2415 Mariner Square • Alameda, CA 94501 • (415) 523-8773 • Fax 4158654382

J
35c

The Phenomenon Continues New Performers from J-Boats

J
39



1990 BOAT OF THE YEAR

The new J-35c provides it all! Excellent sailing performance and a classic American cruising yacht interior. Being a 'J' you know she sails well in all conditions, yet, as you go below, you'll find comfort isn't sacrificed for performance. She's bright and comfortable with three separate cabins. She's also certified strong and safe by the American Bureau of Shipping's highest classification of offshore yacht service. Performance and comfort make her a joy to sail – and isn't that what it's all about? Call for the complete brochure today.

J/Boats West

2415 Mariner Square Dr.
Alameda, CA 94501

**(415)
522-0545**



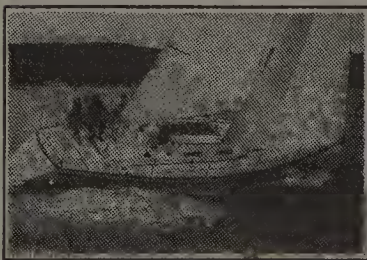
PHRF 51, IMS 607, SA 800,
SA/DISPL 23.3, DISPL/L 167.

The numbers can't say it all with a 'J', but numbers like these are essential, and the fact it's a 'J' is a bonus. The J-39 is an affordable, series-built, fast, no-compromise, offshore racing machine with little weight in the ends for flat out handicap racing. Weight has been minimized and performance optimized, but removable berths and a clean, open layout allow for conversion to a comfortable weekend cruise mode. If you're looking for a performance upgrade, check out the J-39.

One-Design Headquarters

Don't miss another season of fun, competitive, one-design racing. We specialize in the Bay's best one design fleets and have the boat and fleet for you!

Don't wait – the fun has already begun!



SANTANA 35

Established one-design fleet 11 years strong. Current fleet champion. Great value for 35' one-design racing. This boat is available now since owner is moving to a new J-35. \$44,950.



EXPRESS OPPORTUNITIES

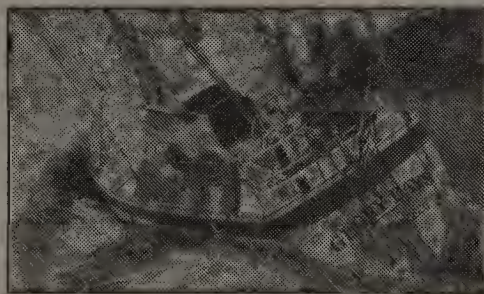
As your one-design headquarters we are offering two beautiful examples of Express speed, beauty and craftsmanship – a 34 and a 37. Both in excellent shape. Call in today for complete information.

One-Design Specials

16' Hobie Cat, '76 1,400
J-22, '84 11,250
J-24 4 from 8,500
J-27, '85 24,000
J-29, '83, '84 2 from 25,000
J-29, '79 36,000
30' CS, '86 53,000

34' Express, '88 84,950
J-35, '84 74,500
35' Santana, '79 44,000
36' Islander, '73 43,000
36' Islander, '76 49,000
37' Express, '86 . 2 from 82,500

Brokerage Specials



WAUQUIEZ PRETORIEN 35

If you've never seen one you shouldn't miss seeing this one. A high performance racer/cruiser with a PHRF of 132, this very well equipped yacht took 1st in Class B in the 1990 Pacific Cup. Beautifully designed, elegantly appointed, this well constructed vessel will take you anywhere in comfort and style. You can't win more comfortably. Well equipped for racing and cruising, she's got 3 Substad Genesis headsails, 2 mains, cruising sails, spinnakers, h/c pressure water, propane, anchors, Loran, SatNav, AP and much more! At \$84,500 she's a bargain at twice the price and we mean it. You ought to have a look.



C&C 29, '78

Successful and well maintained.
Terrific buy at \$26,000!

SAIL

24' Captiva '86 12,000
26' Ranger '73 6,000
30' J Boat '86 48,500
29' C&C '78 26,000
8.7 Meter Columbia '77 .. 19,950
35' Pretorien '82 84,500
37' Nantux '81 55,000
44' Peterson '75 97,000
50' Force '74 95,000
50' Force '75 99,000

POWER

24' Bayliner '87 22,000
28' Carver '86 60,000
32' Chris Craft, '61 16,000
34' Navitine, '73 25,000
38' Chris Craft '62 45,000
43' President '84 150,000
49' Bell '85 195,000

2415 Mariner Square Dr.
Alameda, CA 94501

**(415)
523-8500**



Don Trask, Chris Corlett, Nate Knowles, Dave Willke

CALENDAR

Dickson, Peter Gilmour, Paul Cayard, John Bertrand, Russell Coutts, Rod Davis, Jim Brady and others will square off in Catalina 37s. Long Beach YC, (213) 598-9401.

March 16 — Rites of Spring Doublehanded Race. Spinnaker and non-spinnaker divisions. Oakland YC, 522-6868.

March 16-17 — Spring Keel Invitational (E-22, Express 27, J/24, J/29, Soling). StFYC, 563-6363.

March 18 — Deadline to enter IMRDA, OYRA and DIORS (see *The Racing Sheet* for an explanation of the latter organization). Other deadlines include March 16 for WBRA, April 8 for ODCA and April 15 for HDA. YRA, 771-9500.

March 23-24 — Berkeley YC's Wheeler Regatta. Open to all YRA-type boats. Janet Darling, 934-8011.

March 23-24 — San Francisco Cup: St. Francis YC vs. San Francisco YC in J/35s. Jeff Madrigali will steer the hot new *Esprit* for the defending San Francisco YC, while Kimo Worthington is slated to drive *Redline* for StFYC. This best three-of-five Battle of the Titans will take place on the Cityfront, complete with on-the-water judging. San Francisco YC, 435-9133.

March 23-24 — Elvstrom Regatta (Laser World qualifier) and Snipe Invitational. StFYC, 563-6363.

March 28-April 3 — US Women's Singlehanded, Doublehanded and Boardsailing Championships (470/Europe/Lechner). San Diego YC; USYRU, (401) 849-5200.

March 30 — SSS Singlehanded Farallones Race, a race that separates the men from the boys. Skipper's meeting at Oakland YC on March 27. Pat Zajac, 232-9965.

April 6 — El Ano Trigesimo-ocho Gran Concurso Barco-Toro, which for you Spanish illiterates translates to the 38th Bullship Race. Once again, the tiny Toros will brave the Golden Gate crossing beginning at 0800 off Ondine Restaurant (Sausalito). A 3 knot ebb at 0900 will add to the merriment. Gary Gates, 391-1100.

April 6 — 10th Annual Doublehanded Lightship Race, a benefit for United Cerebral Palsy of Alameda-Contra Costa Counties. Island YC; Paul Mazza, 769-8257.

April 6 — Bruce Easom Race for Cal 29s. Non-spinny race followed by a cruise-in to San Rafael YC. Doug Clark, 964-0912.

April 6-7 — Sears, Bemis and Smythe Semifinals at San Francisco YC. Patrick Andreasen, 347-0259 (before 9 p.m.)



Classic Volvo Race action — the skid marks are probably still out there!

April 13 — Lightship Race, the first ocean race of the season. Golden Gate YC will fire the guns and host a post-race party; YRA (771-9500) has the information.

April 13-14 — Lakeport YC's Annual Spring Regatta on Clear Lake. Anything that floats is invited. Dick Lamkin, (707) 274-1548.

April 13-14 — WBRA Regatta (Bear, Bird, Folkboat, IOD, Knarr). StFYC; Tom Allen, 474-7474.

April 13-14 — Richmond YC Small Boat Racing Association (SBRA) Regatta. 'Opening Day' for the dinghy crowd. Russ Breed, 574-2251.



**OVER 500 BERTHS
UP TO 60 FEET**

- OPEN & COVERED BERTHS •
- FROM \$4.95 FT. •
- GENERAL STORE •
- YACHT BROKERAGE •
- HAUL-OUT FACILITIES •

HOME OF ALAMEDA YACHT CLUB

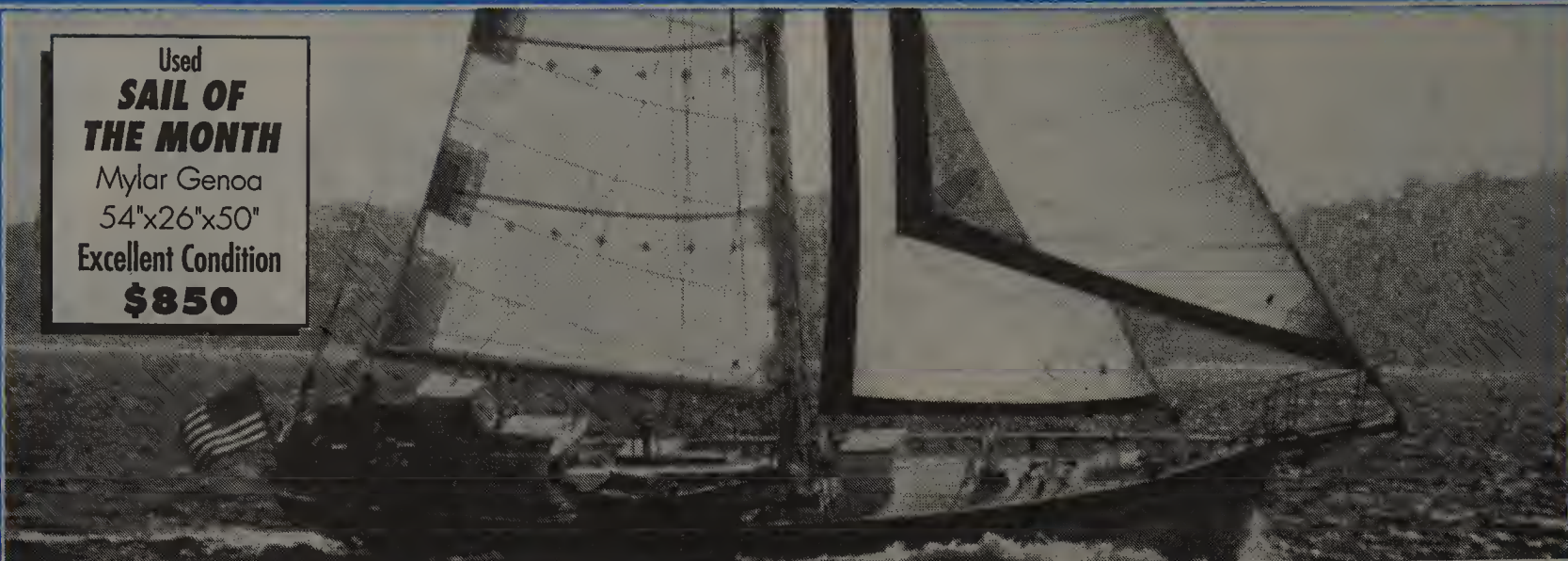


(415) 522-9080

**1535 BUENA VISTA AVENUE
ALAMEDA, CA 94501**

COURTESY VOLVO REGATTA

Used
**SAIL OF
 THE MONTH**
 Mylar Genoa
 54"x26"x50"
 Excellent Condition
\$850

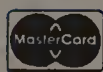


sutter sails

Harbor Drive, Sausalito,
 CA 94966

SAILS AND SERVICE

(415) 332-2510



PROFURL FOR THE SERIOUS SAILOR

When you get serious about sails and furling gear come in and talk to Sutter Sails. We have been building serious sails for 38 years right here in the Bay Area.

A FULL SERVICE LOFT

- Racing & Cruising Sails
- Repairs & Recuts
- ProFurl Reefing Systems
- Used Sails
- Friendly Expert Advice



Charts are our business . . .

So our large inventory covers most of the world. We carry National Ocean Survey, National Oceanographic and British Admiralty Charts.

We also stock all the publications and navigation books that you need and Pilot Charts, Loran, Omega and plotting charts are on hand.

And we sell sextants, chart tools, compasses, clocks, barometers, chronometers, computers, logs and binoculars.

*Please call us for your requirements.
 We are at your service.*

TRADEWIND INSTRUMENTS LTD.

MARINE NAVIGATIONAL INSTRUMENTS

2540 BLANDING AVENUE ALAMEDA, CA 94501

(415) 523-5726

**OYSTER POINT
 MARINA
 SOUTH SAN FRANCISCO**

**NEWLY EXPANDED! IDEALLY LOCATED!
 COME SEE FOR YOURSELF!**

■ **MARINA SERVICES:**

BERTHING: 600 berths from 26-60 ft.

GUEST DOCK & BERTHING: Available at 30 cents per foot per night.

PARK/OPEN SPACE: Approximately 33 acres of park and open space with trails and promenades.

SWIMMING BEACH: 2.5 acres of beach.

FISHING PIER: A 300' concrete fishing pier.

LAUNCH RAMP: Two-lane concrete ramp with parking for 70 boat trailers and cars.

RESTROOMS AND HOT SHOWERS: Public restrooms and private restrooms with showers.

24-HOUR SECURITY

PUMP-OUT FACILITY: Located on the fuel dock.

• **SUMMIT MARINE SERVICES (415) 873-2500**
CHANDLERY • DRY STORAGE • HAUL OUT • BOAT REPAIR

FUEL DOCK: Both regular and diesel.

CANVAS SHOP: Custom and repair.

• **OYSTER POINT MARINA INN BED & BREAKFAST**
 415/737-7633

• **OYSTER POINT YACHT CLUB**
 415/873-5166

For information call 415/952-0808

SVENDSEN'S

The Boaters Discount Supermarket

High Seas 2000

Now
on Sale

No nonsense
yachting gear –
fully waterproof
and durable.

45% off list

Jacket: \$66.00

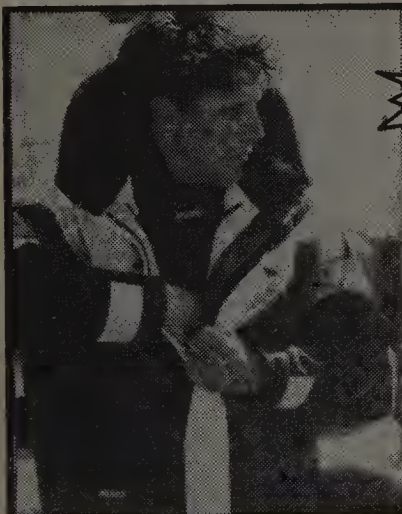
Pants: \$48.40



Still #1 in
England

MUSTO

Ocean Jackets
Tri-Color Jackets
Ocean Trousers
Bulletproof and
in stock now!



Introducing

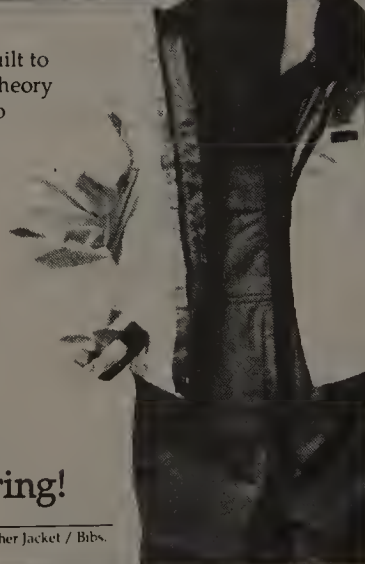
patagonia®

FOUL PLAY

The Patagonia Marine System is built to maximize comfort. The three-layer theory has been reinterpreted specifically to meet the demands of the marine environment. This is lightweight foul weather gear designed to keep you dry in the most critical conditions.

Come see
Patagonia
quality and
style in a brand
new line of foul
weather gear for spring!

Photo: DANIEL FORSTER Right: Inshore Foul Weather Jacket / Bibs.
© Patagonia, Inc. 1991



NEW

Svensden's Boatworks

Introduces

The Blister Buster®

The fastest way to peel Gelcoat and
get ready for epoxy coating.

It's Clean

It's Easy

It's Fast and Efficient

Give us a call and learn more about it, or, better yet,
come and see the boats we have done.

Phone 522-2886

CHANDLERY
(415) 521-8454

OPEN TO SERVE YOU
M-F 8-5:30 SAT 8-5 SUN 9-4

1851 CLEMENT AVENUE
ALAMEDA, CA
94501

BOAT YARD
(415) 522-2886

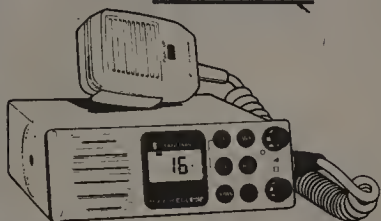
OPEN M-F 8-5



Standard Communications

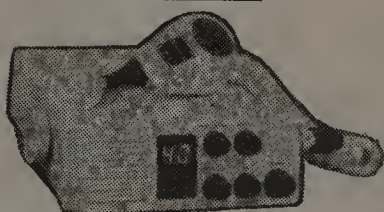
DELIVERING THE BEST IN RADIO VALUES FOR OVER 20 YEARS!

ECLIPSE



Basic model, all U.S. & Int'l channels **\$185**

40+4 CB



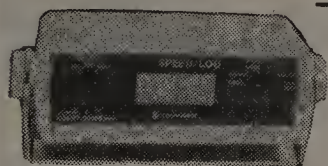
40 CB channels + 4 weather **\$135**

INFINITY



Standards best VHF, highly water resistant with dual scanners, PA and intercom **\$549**

DEPTH



DS-20 \$169

Both read to 400' and include depth & anchor alarms

DS-10 \$229



SL-10 \$229

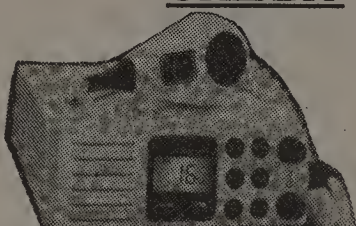


These highly accurate speed logs also include countdown and elapsed timers

SL-20 \$169



GALAXY



With scanner & waterproof mic **\$275**

TITAN +



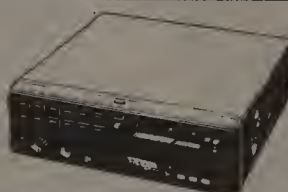
GAS-FET receiver & dual scanners **\$339**

LH-5 HAILER



20 watt loud hailer w/automatic fog horn & 2 station intercom **\$195**

MST 30 STEREO



AM/FM tape w/CD inputs & 30 watts per channel **\$285**

LH-10 HAILER

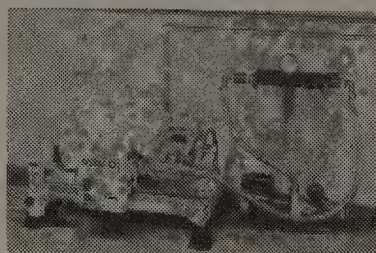


30 watt hailer w/auto fog signals & intercom **\$285**

SPEED

HORIZON HRO WATERMAKERS

**15% OFF
LIST!**



- REVERSE OSMOSIS SYSTEM
- 200 TO 600 GAL OF FRESH WATER PER DAY
- MODULAR OR SELF-CONTAINED DESIGNS WITH OPTIONAL REMOTE
- POWERED BY YOUR BOAT'S A.C. GENERATOR
- AUTOMATIC WATER QUALITY MONITORING

SALES • SERVICE • INSTALLATION

OF SAUSALITO
300 Harbor Drive
94965
(415) 332-5086



Maritime Electronics
"We Make Boat Calls"

OF SAN JOSE
1539 So. Winchester
95128
(408) 378-0400

CALENDAR

April 13-14 — Breakaway Regatta on Folsom Lake. A multihull regatta for nearly 100 Hobies and MHRA (multihull racing association) boats. Sponsored by Hobie Division 3; Kit Wiegman, (916) 736-0609.

April 20-21 — First of three weekends in the North Bay Series. The other two are June 15-16 and August 17-18. Presented by Benicia, Martinez and Vallejo YCs. Contact Dave Jones, (707) 746-1242 for the full lowdown.

April 20 — Doublehanded Farallones Race, sponsored by BAMA (Bay Area Multihull Association). Don or Erik Sandstrom, 339-1352.

April 20-21 — 25th Camellia Cup on Folsom Lake. Sponsored by Folsom Lake YC: call Deborah Radley, (916) 929-5734, for an entry form.

May 4-5 — Vallejo Race: The Season Opener.

May 25 — Master Mariners Race. Bill Rickman, 445-7800 (w).

May 25-27 — Volvo/San Francisco Regatta, co-sponsored by Volvo and SFBSA (San Francisco Bay Sailing Association). Ten classes of one-design racing in the Bay; three days of ocean racing in the Gulf of the Farallones. Lauren Arena, 771-9500.

Remaining Midwinter Races

ENCINAL YC — "Jack Frost Series"; 3/16; John Hughes, 523-7132.

GOLDEN GATE YC — "Manny V. Fagundes Seaweed Soup Perpetual Series"; 3/2 (make-up race); GGYC, 346-BOAT.

LAKE MERRITT SAILING CLUB — "Edna Robinson Midwinter Regatta Series"; 3/10: John Hege, 832-4261.

MONTEREY PENINSULA YC — "Perry Cup Series"; 3/2. Two races each day. Jack McAleer, (408) 624-2481.

OYSTER POINT YC — 3/23. Lynda Malloy, 952-7403.

RICHMOND YC — "Small Boat Midwinters": 3/3. Kim Desenberg, 523-8330.

SANTA CRUZ YC — 3/16. SCYC, (408) 425-0690.

SAUSALITO YC — 3/9 (make-up race); SYC, 332-7400.

SIERRA POINT YC — 3/9. Steve Sears, (408) 725-1866.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

March Weekend Currents

date/day	slack	max	slack	max
3/02Sat	0203	0451/4.1E	0827	1120/3.6F
	1426	1711/3.8E	2043	2334/3.4F
3/03Sun	0238	0529/4.1E	0914	1207/3.3F
	1517	1753/3.2E	2121	
3/09Sat	0211	0451/1.4F	0733	1053/3.1E
	1520	1835/2.4F	2139	2359/1.1E
3/10Sun	0313	0559/1.6F	0837	1156/3.4E
	1610	1922/2.8F	2224	
3/16Sat	0103	0351/4.0E	0720	1015/3.6F
	1322	1609/4.0E	1935	2230/3.5F
3/17Sun	0131	0428/4.4E	0800	1057/3.6F
	1409	1652/3.7E	2007	2305/3.3F
3/23Sat	0042	0333/1.8F	0618	0948/4.0E
	1406	1720/3.0F	2041	2245/1.5E
3/24Sun	0210	0455/1.9F	0739	1101/4.1E
	1511	1825/3.3F	2136	
3/30Sat	0047	0344/4.3E	0724	1023/4.0F
	1329	1604/3.6E	1934	2223/3.4F
3/31Sun	0119	0420/4.6E	0806	1104/3.8F
	1416	1645/3.1E	2009	2257/3.0F

Cruising,
MORA,
PHRF,
and One
Design

Notice of a Race

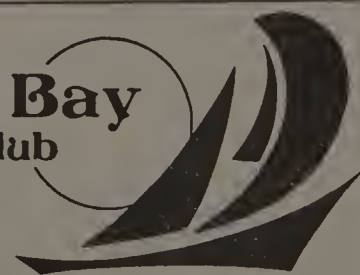
Race Date:
May 24th,
1991



For information, contact the Santa Cruz Yacht Club
P.O. Box 454, Santa Cruz, CA 95061 (408) 425-0690

Hosted by the Santa Cruz Yacht Club
Reception by the Santa Barbara Yacht Club
Sponsored by Larsen Sails and West Marine Products

The Konocti Bay Sailing Club



presents

A Very Special Marathon Race
26 Miles on Clear Lake

"The Perpetual"

Konocti Cup

Saturday, April 27, 1991

Join Us For The Fun & Excitement
of This Unique Challenge

FOR MORE INFORMATION CALL
(707) 227-SAIL

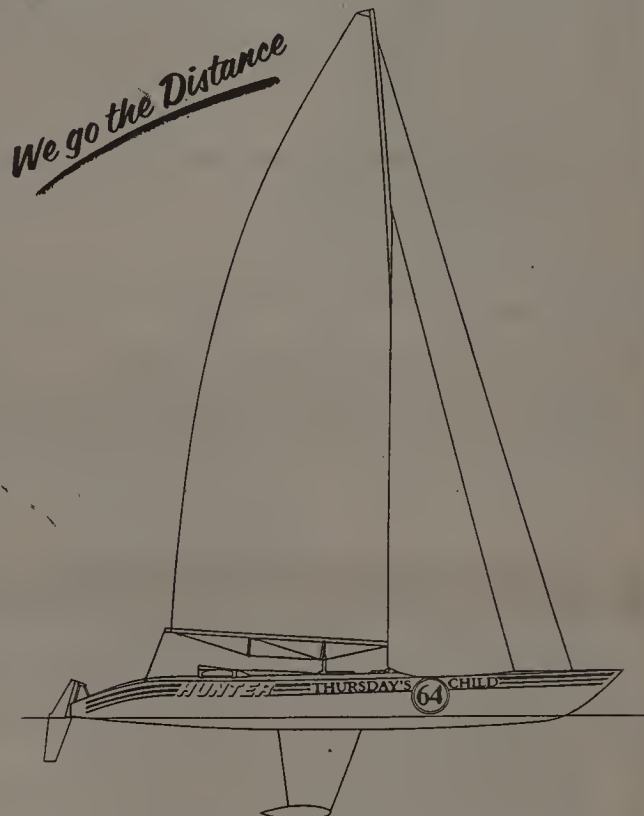
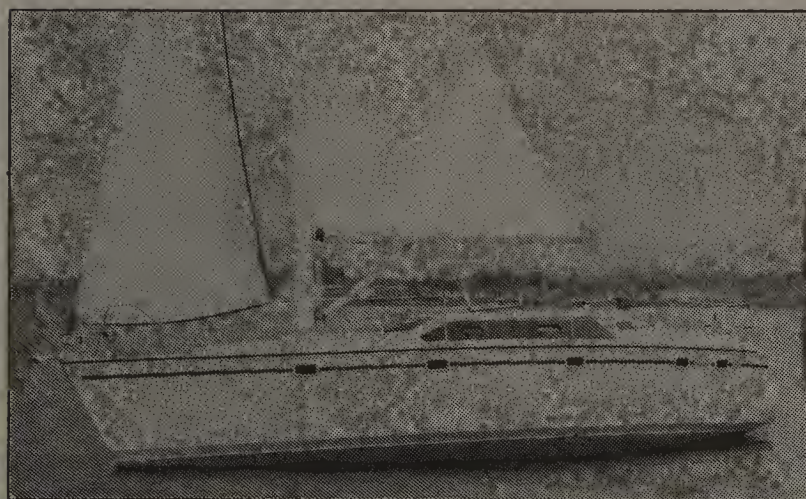
NEVER A BETTER TIME TO BUY A HUNTER

SAIL A HUNTER

AROUND THE WORLD!!

Following in the wake of *Thursday's Child* and now *Hunter's Child*, all new Legends, Visions and Passages are designed for extended open sea voyages just like *Thursday's Child* and *Hunter's Child*. But if you have any doubts, ask your insurance company. We guarantee any new Legend Vision or Passage sailboat will pass an insurance company trip survey for around the world. Obviously the skipper and the gear he adds to the boat must pass a similar strenuous survey analysis for any such trip approval. Hunter's go the distance. Call for details.

IF YOU HAVEN'T KEPT UP WITH
WHAT HUNTER IS DOING, DON'T BE
MISLEAD BY OTHERS WHO HAVEN'T -
COME SEE FOR YOURSELF!



AT OUR DOCKS

VISION 36

THE MOST EXTRAORDINARY NEW 36' BOAT AFLOAT

The latest in spacious comfort and technical advancement. This innovative design combines a free standing rig with a bulb wing keel to provide the best in sailing performance and simplicity.

SPECIAL INTRO PRICES - 2 BOATS ONLY!!

NEVER A BETTER TIME TO BUY A HUNTER

20'	Balboa, w/trlr	4,500
22'	Catalina, w/trlr	9,100
25'	Catalina	2 from 6,500
26'	Excalibur	8,995
27'	Lancer, '83	27,500
27'	Hunter	12,995

SELECTED BROKERAGE

27'	Catalina, i/b	9,800
27'	Newport	9,999
28'	Islander, loaded	22,495
30'	Newport, full race	38,995

31'	Hunter, '83	36,995
32'	Ericson	21,995
32'	Vision	61,995
32'	Gulf, like new	51,995

34'	Hunter,	44,995
35.5'	Hunter, race/cruise ...	89,995
36'	CS	83,499
40'	Hunter, new	89,995
45'	Coronado, '75	79,995

**BIG DISCOUNTS
ON NEW
1991 MODELS
H-28 • H-27 • H-30**

(415) 232-7999

Tradewinds
Sailing Center

SERVING SAILORS FOR **29** YEARS

BRICKYARD COVE • PT. RICHMOND

**BIG DISCOUNTS
ON NEW
VISION 32
VISION 36**

CALL 1-800-321-TWSC

LETTERS

↓↑MARY ANN'S EL TORO CHALLENGE

Thank you for your Junior Sailing Program article last spring, as it caused good things to happen. My sailing plans — out the Gate then turn left — had to be abandoned in July with the passing of my husband. I still had an El Toro that hadn't been used in two years and was mostly taking up space. What to do with E.T.? Then I remembered your article, looked it up, and decided the Richmond YC Junior Program should get the dinghy. Besides, I knew how to get to Richmond from here.

I called John Walsh of the club and made arrangements to deliver the El Toro. I chose to deliver her on a most beautiful day in late September. The weather was perfect and the Bay looked like a large basket of Easter eggs — if you can visualize what I mean.

I challenge other El Toro 'hoarders' to cut their little dinghies loose and donate them to the various junior sailing programs. El Toros were made to sail, not store dust. Such a donation will make you feel good, too.

My old El Toro now has a new skipper who is going to be very tough to beat. Go for it Amy!

My sailing days may be over, however there will *always* be a *Latitude 38* close at hand.

Mary Ann Reed
Washoe Valley, Nevada

Mary Ann — We're truly sorry about the passing of your husband and cruising dreams.

Your idea of donating unused El Toros and other dinghies to junior programs is certainly a fine one, as boats were indeed made to be used.

↓↑THE LINE BETWEEN SOCIAL RESPONSIBILITY AND HAVING A GOOD TIME

I would like to see somebody start the "Inner-City Sailing Club".

As I reflect on how sailing gives tremendous pleasure while extracting uncharacteristic discipline, I am convinced inner city kids would profit tremendously if they only had access to the sport of sailing and to mentors willing to help them learn.

Yacht clubs are private. Some, such as Inverness, offer summer scholarship programs for their junior sailing programs, but most don't. Combatting drug addiction, gang wars and idleness is not the charter of yacht clubs and probably shouldn't be. On the other hand, I am sure that within every yacht club there are a few people who would be willing to make an effort to help kids learn to sail — especially if this could be worked into their weekend routine.

Would such a group of people become a club or a program?

Would kids who had a chance to cruise or race over a period of time with local sailors get to participate in longer races?

Would a group of kids be able to find an advisor or a sponsor within the program to ride onboard and allow them to race a boat in Mid-Winters? Or navigate and race in a TransPac?

Would kids in the program be able to get qualified for crew positions on some 'Milk Runs'?

Latitude 38 walks the line between social responsibility and having a good time so well, and you represent sailing activities among those attached to the sport, that I would like to nominate you as clearly the most qualified to take this idea and run with it.

All participating, most especially kids from the ghetto, would be sure to gain.

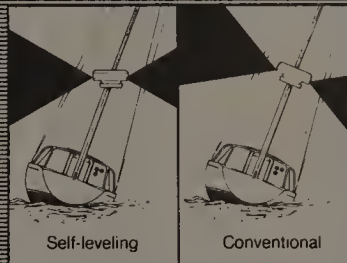
Britt Stitt
Menlo Park

Britt — If we may be perfectly candid, we think your idea needs drastic refinement. There are excellent lessons to be learned from sailing, but in truth, they are best learned in small boats and

Questus

A NEW LEVEL FOR RADAR

SELF-LEVELING RADAR ANTENNA MOUNT



Questus self-leveling radar antenna mount keeps your radar level with the horizon at all times and maintains a constant display of all radar targets. Conventionally mounted radar suffers port/starboard target loss whenever a sailboat rolls or heels 12°. The unique hydraulically damped Questus mount makes for the most unobtrusive installation possible. Mounts around backstay, mast or stern pole.

To find out about the best radar mounting system available and how to get the full use and value of your radar — call today for the facts.

1-800-444-5230

FAX 617-241-0618

QUESTUS IS THE ANSWER

6 Blackstone Valley Place Lincoln, RI 02865

Edson's

New Accessories for 1991.

Now's The Time to Get Ready for Summer Sailing.

Edson has hundreds of accessories to add pleasure, safety and convenience to your summer sailing. And, Edson Quality Products add value to your boating investment. Here's just a sample of our 25 new accessories for 1991.

Edson Winch Seat

Rugged, Light-weight with Excellent Back Support. It Even Floats.

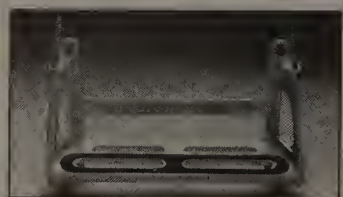


Model 720 \$145.00



Edson Drop Leaf Teak Table
Adds Enjoyment to Cockpit Dining.

Model 737 \$435.00
6 Other Tables from \$155.00



Edson One-Step Boarding Step

Cut the distance between the dinghy and deck. A great first step towards safety.

Model 520/Size 14 \$174.00

Edson NAVCOM Towers

Keeps the Radar Off the Mast, Easy Installation. Lots of Accessories.



Basic NAVCOM Tower starting at \$485.00

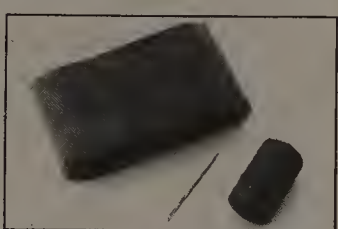
Edson Diamond Series Wheels

Style and comfort with turtle back rim.

Urethane coated aluminum.



Model 642-48" \$1150.00
54" \$1225.00
60" \$1300.00

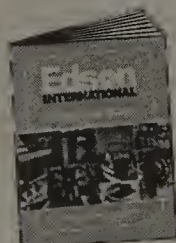


Edson Leather Wheel Covers

Now, Prepunched, Premium Quality leather. 4 New Sizes Fits Wheels to 60" Complete w/Thread, Needles and Tape.

Model 733
Size 15-20 dia. Wheel .. \$ 72.00
Size 22-30 dia. Wheel .. \$ 79.00
Size 32-40 dia. Wheel .. \$ 88.00
Size 42-60 dia. Wheel .. \$121.00

**Free Catalogs...
Expert Installation.**



Now you can buy Edson Products Factory Direct or at your local Authorized Edson Dealer and Service Center. FREE Information Package includes Edson's New 72 Page Catalog, New Products Brochure and listing of Dealers/Service Centers.

Use the Coupon or SUDDEN SERVICE

Tel.: 508-995-9711 • FREEFAX: 1-800-338-5021

• Will Keene
President

• Steve Collins
Marine Sales Mgr.

• Peter Burlinson
Pump Sales

☐ Send FREE Information Package

Name _____

Address _____

City _____ State _____ Zip _____

Edson
INTERNATIONAL

Visa & MasterCard Welcome

475 Industrial Park Road
New Bedford, MA 02745

YOUR LOCAL EDSON AUTHORIZED DEALER & SERVICE CENTERS

CALIFORNIA

MARINER BOATYARD
Alameda, CA
(415) 521-6100

SVENDSEN'S CHANDLERY
Alameda, CA
(415) 521-8454

VOYAGER MARINE
Alviso, CA
(408) 263-7633

COAST YACHT SERVICE
Long Beach, CA
(213) 594-9025

DEBUSK MARINE
Marina del Rey, CA
(213) 306-5121

MARINE TECH
Marina del Rey, CA
(213) 306-3780

ROBERTSON MARINE
Marina del Rey, CA
(213) 821-8195

VOYAGER YACHT CENTER
Marina del Rey, CA
(213) 821-8446

MARTINEZ MARINE
HARDWARE
Martinez, CA
(415) 372-7579

MONTEREY BAY
BOATWORKS
Monterey, CA
(408) 375-6754

NEWPORT MARINE, INC.
Newport Beach, CA
(714) 645-0901

SOUTH COAST BOATYARD
Newport Beach, CA
(714) 675-2837

GRAYSON MARINE
Petaluma, CA
(707) 765-2928

WHALE POINT MARINE
Point Richmond, CA
(415) 233-1988

THE FOREDECK
Rancho Cordova, CA
(916) 635-1932

KING HARBOR MARINA
Redondo Beach, CA
(213) 374-8923

AL'S BOATERS SUPPLY
Redwood City, CA
(415) 364-0288

SOUTH BAY BOATWORKS
Redwood City, CA
(415) 369-0150

RICHMOND BOATWORKS
Richmond, CA
(415) 232-5800

SANFORD-WOOD MARINE
Richmond, CA
(415) 236-6633

JACK DORSEE SAILBOATS
San Diego, CA
(619) 291-6313

SAILING SUPPLY
THE BOAT SHOP
San Diego, CA
(619) 225-0158

SAN FRANCISCO BOATWORKS
San Francisco, CA
(415) 626-3275

KELLY MARINE
San Pedro, CA
(213) 548-5348

SOUTH BAY MARINE
San Pedro, CA
(213) 833-1450

MARIN COUNTY BOAT WORKS
San Rafael, CA
(415) 456-3154

HARBOR MARINE
Santa Cruz, CA
(408) 475-3131

ANDERSON'S BOAT YARD
Sausalito, CA
(415) 332-5432

YACHT MASTERS
Vallejo, CA
(707) 554-2813

HAWAII

ALA WAI MARINE, LTD.
Honolulu, HI
(808) 946-4213

OREGON

O'CASA, INC.
Portland, OR
(503) 282-2092

SEXTON'S CHANDLERY
Portland, OR
(503) 289-9358

WASHINGTON

WEST BAY MARINA
Olympia, WA
(206) 352-4863

DOC FREEMAN'S
Seattle, WA
(206) 633-1500

LETTERS

dinghies as are available in many city or county recreation programs. The small boats and dinks are best because they allow the greatest number of people the most extensive hands-on experience — be they from Hunter's Point or Hillsborough. In fact, many of Northern California's best racers started their sailing careers at low-brow places like Lake Merritt. (Paul Cayard, who now makes a rumored \$750,000 a year driving the Italian America's Cup entry, is one.) In addition, there are organizations like Berkeley's Bond Between Kids & Cops, which gets inner city kids out sailing in Aquatic Park.

You're a little off the mark about yacht club junior programs. Many yacht clubs offer such low-cost programs to non-members — others even have scholarships for non-members.

Is there a future for a ghetto kid who wants to become a top-flight sailor? Good crew are always hard to find.

↑↓CORRECTION TO A CORRECTION

Please note that Warren Brown's War Baby (formerly Ted Turner's Tenacious) mentioned on page 85 of the January issue is a C&C — not an S&S design.

Clyde Lane
San Diego

Clyde — Don't bet your sloop on it.

Originally known as Dora IV, War Baby was built of aluminum to an S&S design by Palmer and Johnson in 1972. She was one of S&S's last big custom racing efforts.

Ted Turner chartered her frequently in the mid-70's for events such as the SORC. The creator of CNN liked her so much that he eventually bought her and gave her the name Tenacious. Her greatest racing achievement came in the stormy 1979 Fastnet Race that claimed 15 lives; she finished first on corrected-time by 3½ hours.

The big sloop was purchased by Warren Brown of Bermuda in 1983. While she continued to race in events like Antigua Sail Week, she's best known for Brown's voyages to Antarctica and the Arctic.

Perhaps your confusion arises from the fact that 61 feet is something of an odd length for a boat, and that C&C built several 61 footers — including Ted Dietrich's Triumph and Jake Wood's Sorcery.

↑↓SOMEONE CALL A FIREMAN

If you're looking to fuel the flames of the monohull versus multihull controversy, you might publish the enclosed photograph of a partially sunk multihull. The photo was taken just after the big



That sinking feeling. . .

pre-Christmas snow that hit the Seattle area. For what it's worth, this multihull was the only boat in the 1,500-slip Shilshole Bay Marina that went down.

Barry & Rhonda Mathews
Amorio, Seattle

Buy Edson Wheel Steering Now!

There's never been a better time to add the Convenience, Performance and Safety of Wheel Steering, whether you own a 22 footer with an outboard rudder or an ocean going racer or cruiser, Edson has a quality Wheel Steering Conversion System for your boat.



Not only does Edson Steering make sailing more fun for everyone, it adds value to your boat. And, if you order before April 30, you can also order a new Ritchie Compass...

And Save Up To \$375.00.

Edson stocks a complete inventory of Ritchie quality instruments. There's one to match your new Steering System and you will get a 30% discount off the regular Ritchie Compass price. That's Value.

IT'S EASY...Order everything you need Factory Direct or from an Authorized Edson Dealer and Service Center. Call for a complete information package:



Edson's New 72 Page Catalog With Pricing, Steering Data Sheet For Your Boat and Our New Products Brochure — ALL FREE!
Use the Coupon or SUDDEN SERVICE

Tel: 508-995-9711 • FREEFAX 1-800-338-5021

Will Keene
President

Steve Collins
Marine Sales Mgr.

Peter Burlinson
Pump Sales

☐ Send Steering Package

Boat Model _____ Length _____

☐ Send only Edson Catalog

Name _____

Address _____

City _____ State _____ Zip _____

Edson
INTERNATIONAL

VISA & MASTERCARD WELCOME
475 Industrial Park Road
New Bedford, MA 02745

Full-Feature Furling

Feature for feature no other systems compare.

- ☐ **Free rolling, low maintenance Torlon® bearings** in patent-pending races distribute loads so the system rotates with exceptional ease. Maintenance is a quick freshwater flush.
- ☐ **Tough, aerodynamically correct, double-groove foils** won't offend your sense of aesthetics or spoil air flow across your genoa. The headstay is centered for smooth, even rotation on Teflon® impregnated bushings.
- ☐ **Foils ride over the headstay which carries the load**, maintaining the rig's structural integrity. Bearings carry only sail loads.
- ☐ **Triple lock foil connection** uses interlocking shapes, adhesive and screws to join foils for reliability.
- ☐ **Easy to assemble** by owner or rigger using simple hand tools and our picture-book instruction manual.
- ☐ **Adapts to swage, Norseman®, Sta-Lok® or rod fittings.** A special swage stud allows use of existing wire. A simple rod adapter makes use of low stretch, low corrosion rod easy. Norseman or Sta-Lok fittings, often preferred in tropical waters, can be used.
- ☐ **Easy to convert to a double-grooved headstay for racing** with our hinged feeder and easily removed drum. The prefeeder, feeder, and foils are optimally shaped for racing. There's a split drum option for faster conversions.

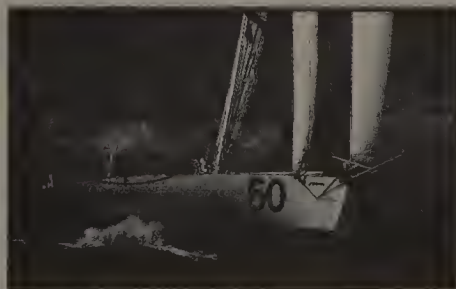
- ☐ **The finest materials and construction throughout.** Load-bearing components are machined, spun, or extruded from 6061-T6 aluminum, silicon bronze, or stainless steel for years of reliable service. Aluminum parts are Hardkote anodized with Teflon impregnation for protection.
- ☐ **There is a unit for any boat between 22 and 100 feet.** Our eight sizes share a common design philosophy, but are tailored to the special requirements of each size boat.
- ☐ **A five-year limited warranty** covers the Harken Jib Reefing and Furling System including the bearings.
- ☐ **Worldwide distribution and service** means that wherever you cruise there will be parts and service nearby.



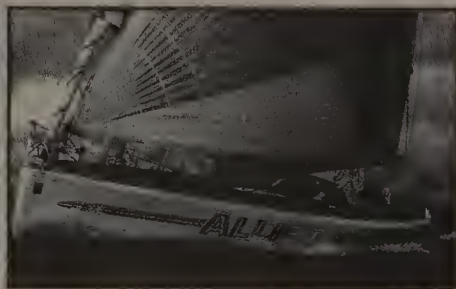
HARKEN

1251 E. Wisconsin Avenue,
Pewaukee, Wisconsin 53072 USA
Tel: (414) 691-3320 • Fax: (414) 691-3008

BOC front-runners Allied Bank and Group Sceta removed other brands of furling to switch to reliable Harken systems.



Group Sceta - Roger Kennedy Photo



Allied Bank - J.H. Peterson/MTR

- ☐ **A true reefing unit** that uses patented double swivels to shape conventional sails and is adaptable to all types of furling genoas, including Aeroluff™.
- ☐ **Length adjustment using a built-in turnbuckle** designed for the high side loads of reefing and furling to simplify installation, compensate for stretch, and allow mast rake adjustment.
- ☐ **Built-in prefeeder and feeder make sail changes easy.** Sails can also be shaped to wind and wave conditions by varying halyard tension.

LETTERS

MAXING OUT THE MACGREGOR 25

As the owner of a MacGregor 25 I keep in dry storage at Berkeley Marina, I've got some tips for the reader who wrote in November asking for advice on rigging such a boat for San Francisco Bay:

1. I added 200 pounds of ballast in the form of sashweights, taped together in pairs and distributed under the cabin floor along both sides of the swing-keel trunk.
2. Installed jiffy-reefing on the main, with reef points just under the lowest batten.
3. Installed a boom vang.
4. Installed Cruising Design's roller furling together with a new 150% genoa.

The changes have made my boat more stable and controllable under windy conditions. The genny also cured the MacGregor's excessive weather helm almost completely. Even with these improvements, however, I make certain to clear the Berkeley breakwater before 11:00 a.m. on summer days so as not to get bounced around too much.

George S. Buice
Richmond

SEVERAL SPOKES SHORT OF A COMPLETE WHEEL

Allow me to pontificate on the subject of sailors' character flaws. Sailors seem to take such pride in being opinionated that they fail to recognize when their opinion is stupid. Their attitude seems to be, "I don't care if it is stupid, it's *my* opinion." Your contention that cyclists are prone to darting out in front of traffic and are a bunch of self-righteous "weenies" is an example of this.

Most adult cyclists don't voluntarily place themselves directly in the path of moving cars. Natural selection accounts for this, not driver courtesy. Moving cars do, however, overtake cyclists. So you think cars and bikes don't mix? Too bad for you. You are incorrect and it's high time you got a clue.

The person on a bicycle has a greater right to the road than you do, as you haul a 12-pack and your fat ass down to the marina in a couple of tons of gas-propelled metal. That cyclists are exposed to your meager driving skills is one of the world's many injustices.

As far as cyclists being self-righteous and disobeying traffic laws goes, the key to successful cycling is dealing with a large population of ignorant, bad drivers. Self-preservation requires a focussed and assertive attitude. Furthermore, a continuously moving rider can evade inept geeks in motor vehicles much more readily than a rider that is stopping, stopped or starting from a stop. Coming to a complete stop at every traffic control means being least maneuverable in intersections.

Also, you should watch this business of making idiotic and unflattering generalizations about groups of people and then criticizing these people as being hostile. It makes you look like an asshole. Maybe you live in Berkeley or something, and that accounts for your anachronistic view of cyclists as some kind of cult or political party. Cyclists are people who ride bicycles. A bicycle is a way to get around under your own power, maybe make a living if you're a messenger, save some money on transportation, preserve some resources, have fun, and get some exercise. You have a problem with that?

Jock Harley
San Francisco

Jock — Speaking on behalf of a family that rides regularly, we don't have "a problem with that" — nor did we ever say we did. What we do have a problem with is the minority of cyclists such as yourself, the self-righteous weenies who — as you have acknowledged — are convinced that they have a greater right to the road than other vehicle operators, particularly — as is usually the case — when there's an unoccupied bicycle lane on the side.

FOR WOMEN ONLY ESCAPE FOR A WEEK



- ☒ Return home as a certified skipper
- ☒ Meet other women who share your interest in sailing
- ☒ Learn to sail in a relaxed environment

This 5 day course has been designed by women for women. You'll start off in stable, easy to handle 24 foot sloops and then move up to 30 footers with wheel steering. Your instructors are U.S. Coast Guard licensed captains who know how to make sailing safe, easy and fun. When you graduate, you'll be certified by the prestigious American Sailing Association to skipper up to a 30 foot sailing yacht.

Guaranteed Results!

If you do not pass, you may take the course over for FREE until you do. That's how sure we are that you'll be skippering a 30 footer in just 5 days.

Limited Enrollment

Monday, April 1 - Friday, April 5, 8:30 - 5:00

or

Monday, June 3 - Friday, June 7, 8:30 - 5:00





or

Monday, Sept. 9 - Friday, Sept. 13, 8:30 - 5:00

Limited Offer!

Sign up now and save over 40%!
Complete course including text and certification
for only \$595 — a savings of \$431!

Call today to reserve! 1 (800) 343-SAIL

  	Club  Nautique Alameda (415) 865-4700 Ballena Bay	Sausalito (415) 332-8001 Kappas Marina
--	--	---

4TH ANNUAL GIANT WAREHOUSE CLEARANCE SALE

Once a year we make room for new inventory . . .
we've got thousands of items to be marked down for a
one day only clearance sale.

Your chance to purchase at wholesale prices. Mark your calendar!

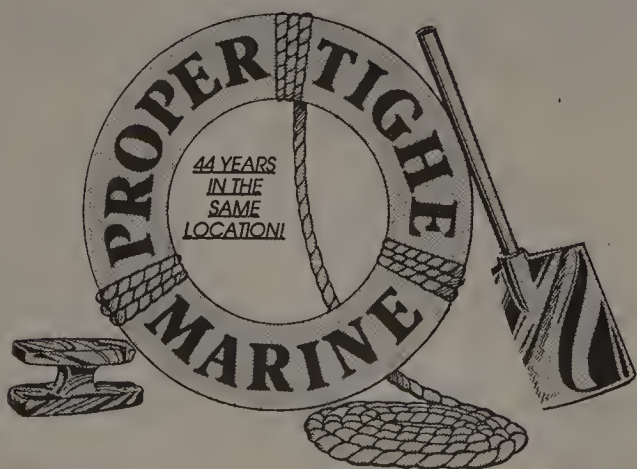
When? Saturday, April 6th • 8:30 a.m.-4 p.m.

We've got: Battery Chargers • Bottom Paint • Caulking •
Cordage • Compasses • Electronics • Fishing Rod Holders •
Halon Extinguishers • Hardware • Horns • Noise Reduction Kits •
Port Lites • Pumps • Seacox • Stoves • Survival Suits • Tanks •
Toilets • Trimtabs •

Epifanes Varnish • Gull Oars • Interlux / Z-Spar / Woolsey Paints •
Perko • Rule Pumps • Wilcox • Jabsco • And It Goes On & On!

Where? 2427 Clement Avenue, Alameda

Easy to get to: Off 880 to Park Street Bridge – 2nd left onto Clement,
go 50 yards and park . . . Easy!



*We're not the best because
we're the oldest . . .
We're the oldest because
we're the best!!*

Since 1947

2427 Clement Ave, Alameda, CA 94501 (415) 523-3143

LETTERS

Get a life, Jocko. Better yet, get a sailboat.

SKI-SAILING ON THE OLD MINNESOTA FARM

I was suffering from cabin fever on a recent trip to my family's farm in rural Minnesota when the wind outside made me wish that I was sailing. It was then I came upon the idea of sailing with skis.

I used my old 505 spinnaker by attaching lines from the foot of the sail to my legs and then controlling the head with my hands. I was able to steer up to 45° from dead downwind.



COURTESY DENNIS DERICKSON

If it ever snows again in California, be sure to try this!

My father said people used to do the same thing 'in the old days' using bedsheets. In any event it was a lot of fun, especially since my wife was good enough to bring me back upwind with the pickup. There was enough force in the sail to have pulled a downhill skier back up the slopes.

Decide for yourself, but I suggest that the next time you head for the snow country you make sure to bring a small spinnaker.

Dennis Derickson
Goleta, CA

EXTREMELY COMFORTABLE, ROOMY AND A GREAT SAILER

In your *Best Boats Under 50K* article, you neglected to mention a boat that not only fits well into the under-50-grand category, but is, in my humble opinion, worth every penny you can put into it!

I'm speaking of the Columbia 34 Mk II. Now here is a boat that is extremely comfortable, roomy and a great sailing boat. "Wait," you say, "with all that freeboard, she doesn't need any sails set to move!" That's okay, I will let such remarks pass because I know better. This design sails just fine up and downwind, and it does need sails to do so. Granted, the boat is not a racer, but she isn't a slug, either.

These boats were built — or overbuilt — very well, have 7-foot headroom, and most important, keep you dry and comfy in conditions that soak the crews of almost all other boats.

To prove my point, I challenge you to check the boat listings for the last year in *Latitude 38* to see how many Islanders, Cals, and Santanas were for sale — and how many Columbia 34 Mk IIs were for sale. Every wondered why?

Henry Faybusovich
Black Sea, Columbia 34
San Francisco

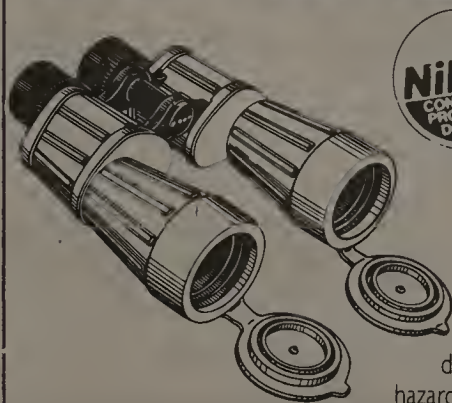
Henry — We never wondered why because we knew; there weren't that many Columbia 34s built, and there were a heck of a lot more Islanders, Cals and Santanas. Geez, don't they teach logic in schools anymore?

As for your evaluation of the boat, it seems all backwards to us. We think the Columbia 34 has average speed for a boat of that size and era, and given a new set of sails, a clean bottom, a good crew



WHOLE EARTH ACCESS

Nikon®



Sea & Sport Series

These waterproof and fogproof binoculars are designed to withstand the hazards of the great outdoors. Their rugged all metal construction, rubber armor, O-Ring seals and nitrogen gas filling make them perfect for boating, climbing and wildlife observation.

7 x 50 IF RC Seasider

Seasider Binoculars

149.

Nikon 7 x 50 Seasider Binoculars
\$149 with this Coupon only

One per Customer. No Dealers. Coupon Expires March 31, 1991.



NIKONOS-V

The Diver's Camera

- Waterproof to 160 ft. • Aperture priority and manual exposure control • TTL flash.

Nikon USA Warranty Included

Body Only **399.**

Expires March 31, 1991.

BERKELEY
2990 7th Street
845-3000

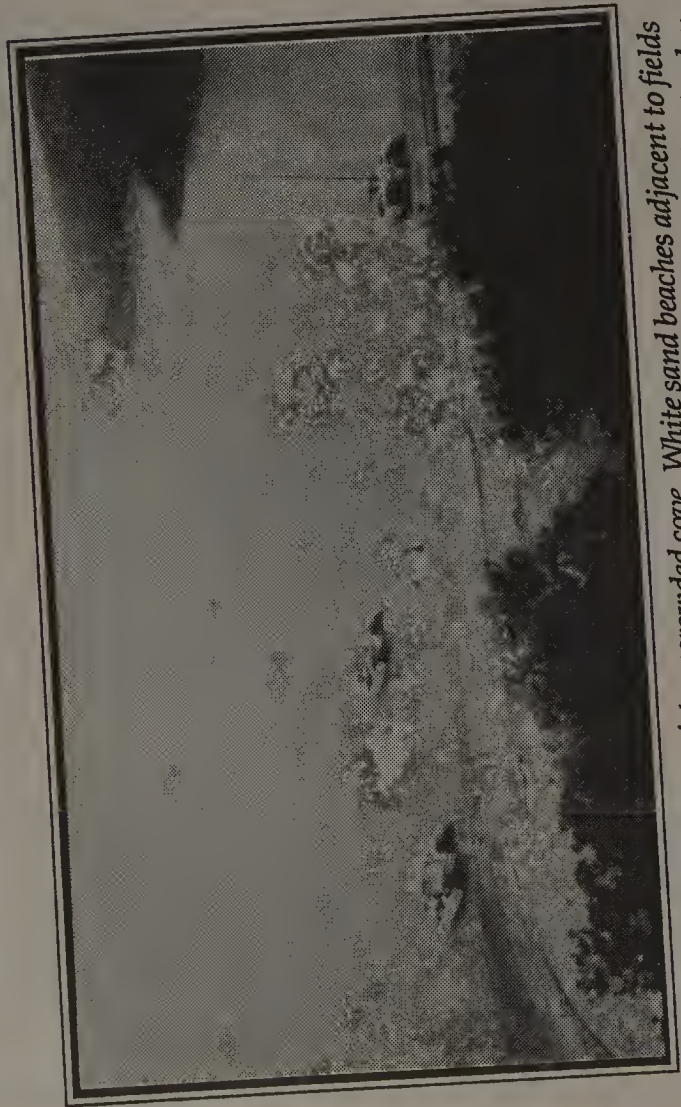
SAN FRANCISCO
401 Bayshore Blvd.
285-5244

SAN RAFAEL
863 E. Francisco Blvd.
459-3533

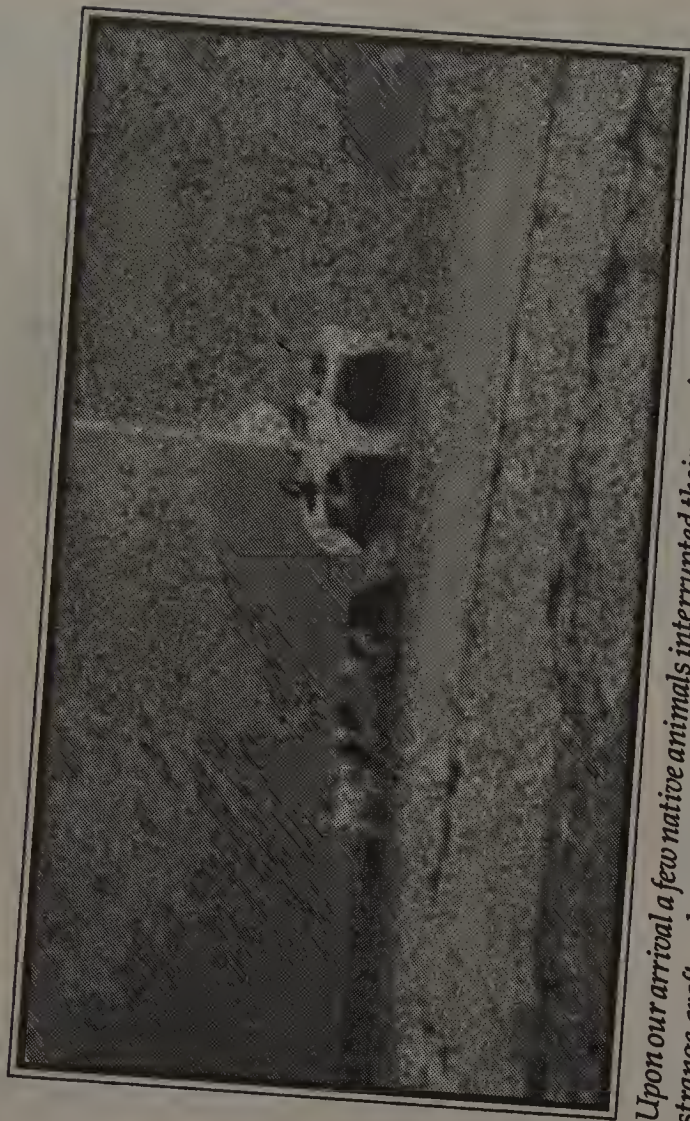
CONCORD
Willows Shopping Center
686-2270

SAN MATEO
Fashion Island Shopping Center
578-9200

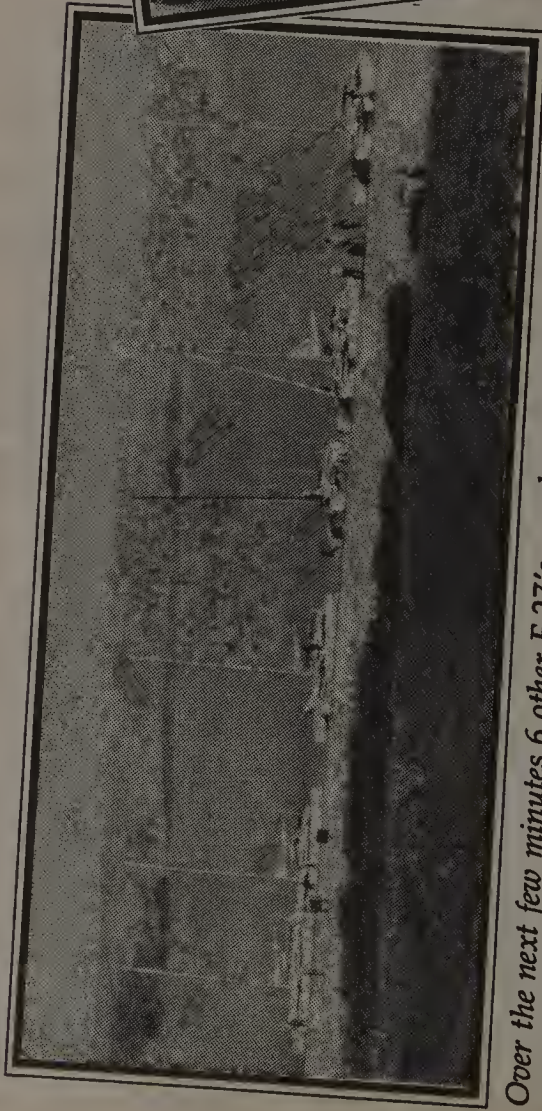
CHANGES IN LATITUDE: A 2nd Annual F-27 Adventure



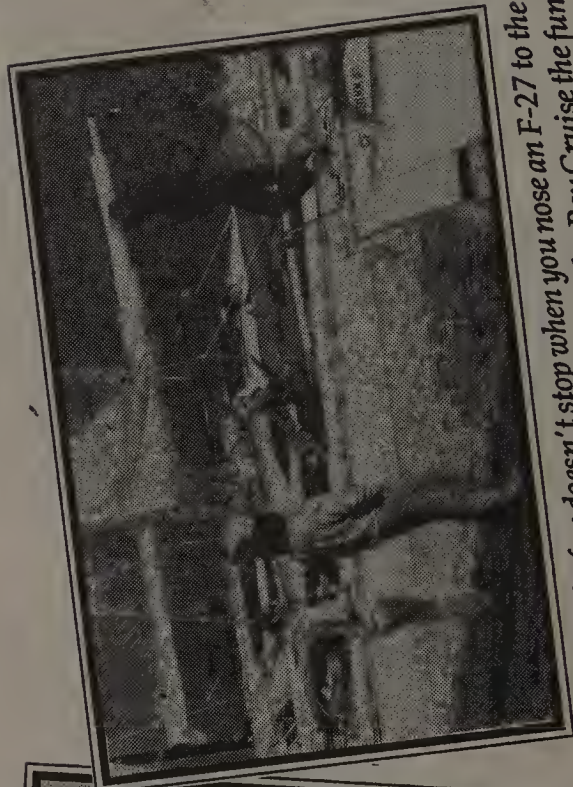
We beached the boat in a quiet, uncrowded cove. White sand beaches adjacent to fields and stands of trees . . . a virtual paradise. The kids were itching to get active, to play and explore.



Upon our arrival a few native animals interrupted their grazing and came by to give our strange craft a closer inspection.



Over the next few minutes 6 other F-27's nosed up to the herd, the crews finally outnumbering the beasts of land were able to establish a beachhead. It felt as though it should be the end of a long voyage but where were we?? Not thousands of miles away but Tomales Bay, just 45 minutes from San Francisco Bay. The trailerable F-27 opens up untold cruising grounds, cruising you'll probably never get to in your typical blue water cruiser. Besides, she's fast, roomy, stable and simple. Tons of safe, high performance fun for the whole family.



Naturally the fun doesn't stop when you nose an F-27 to the beach. For the 2nd Annual F-27 Tomales Bay Cruise the fun was just beginning. If you'd like to join us next year or for more fun this summer call and reserve a test sail—why wait?

See
Corsairs F-27 at:



Cruising Center

2415 Mariner Square Dr.
Alameda

(415)

865-2511

LETTERS

and a decent PHRF handicap, she could win plenty of races today. No, the big knock against the Columbia 34 Mk II — as with some of the other Columbias — was erratic construction. Some Columbias were very well made, others seemed very poorly made. We hope you got a good one.

As for the interior space, there is no question they are about the biggest 34-footer around. They are huge inside because of the high freeboard. Of course, it's the occasional oil-canning of the high freeboard panels that unnerves some who sail on them, but that can be easily remedied with a few stringers.

WHERE TO GET THEM?

We have two boats which need to be re-rigged in the near future. We would like to use the old-fashioned casted swages for three reasons: 1. for traditional reasons; 2. because we don't trust machine-pressed stainless steel swages for a long-term cruising vessel; and 3. because Norseman fittings are too expensive.

Do you know of any foundries in the Bay Area or California that still manufacture casted swages?

Hans Regnery

Loch Lomond Marina, 110 Loch Lomond Drive, San Rafael 94901

Hans — We sure don't, but perhaps one of our readers does. They can reach you at the address above.

RETIRE TO BOREDOM

Four years ago I singlehanded my Kettenberg K-38 sloop from Emeryville to Oceanside. The idea was that we wanted to spend our retirement in a warmer clime. But the sailing down here is boring — and so are all the sailing rags! We miss Bay sailing, our sailing friends there, and especially *Latitude 38*. The latter we only see infrequently down here.

So please find my enclosed check for a year's subscription — we need a fix!

Howard Dentz
Oceanside

Howard — Unfortunately, every place in the world (except for St. Barts in the winter) has some shortcomings. The Bay has great wind and sailing, but it's generally cool. Oceanside has nice weather, but the sailing isn't very exciting. Maybe the solution is for you to enjoy the warm weather down there, and then either do a boat swap or charter on the Bay for three weeks in the summer. That would give you the chance to enjoy the best of both worlds.

EMPHASIS ON REGULATION

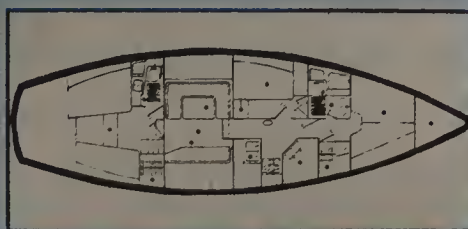
With regard to your articles on the regulation of boatyard toxic runoff into the Bay and letters which they precipitated:

Water quality and sailing my wood Folkboat (and believe it or not you 'glass owners', maintaining it, too) are two passions which take up a fair amount of my waking hours. When I read your very fair and mostly accurate article in the January issue on the impending regulation on boatyard toxic runoff into the Bay, I felt compelled to write.

The federal and state laws which require the regional Water Quality Control Board (CRWQCB) to regulate the yards are the same that permit and regulate industry and the municipal sewer plant discharges. Emphasis should be included on regulation. The big guys still discharge pollutants, although they are being continuously throttled — driven by the laws, new technology, and societal sentiment (not necessarily in that order). As many of your reader are aware, regulatory agencies are now trying to address non-point sources of pollution in the Bay by targeting local governments to control surface runoff. History has shown a bureaucratically slow but advancing effort in controlling and sometimes eliminating sources of pollution.

SPRING SPECIALS

CRUISING

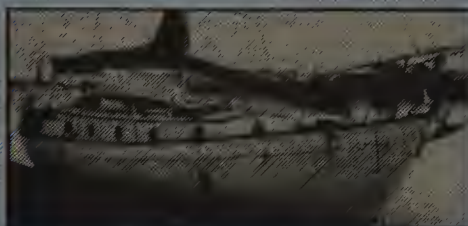


**C & C
LANDFALL 48**
1980. Tri-cabin cruising yacht needs a little TLC but is offered at the unbelievable price of \$98,000.

HUNTER 34

1984.

She's in beautiful shape interior recently redone and very well appointed. Below market to sell now! \$39,500.



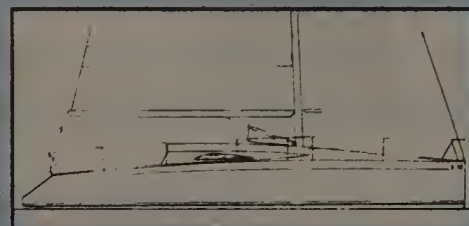
RAFIKI 37

For those who missed out on our last Rafiki we have secured another. Ready for that world cruise. \$67,500.

RACING

ELLIOTT 40

The Kiwis aren't sure there's anyone here brave enough for this one. Unequaled upwind performance. Downwind thrills guaranteed. Brand new. One only at \$175,000.



WE WANT YOUR BOAT!

Due to a successful winter, we desperately need more boats for waiting buyers. We offer berthing for some boats and expose all our central listings nationwide through the BUCnet computer system. Let us work for you!



MONTEREY BAY 30

Center console, fishing boat or or race boat tender. With a top speed of 55 knots and built to a standard seldom seen. \$54,940.



RACING

Young 28 \$37,600
J-29 3 from \$23,000
Elliott 35 \$98,000
Ross 35 \$112,800
Olson 40 \$114,000
SC 50 \$194,000

CRUISER/RACERS

Young 88 2 from \$43,000
Farr 1020 ... 3 from \$62,500
Young 99 \$76,900
Farr 1220 . 2 from \$166,700
Ross 40 \$110,000
Davidson 56 POA

CRUISING

Alajuela 33 \$45,000
Hunter 33 \$32,500
Hans Christian 45 \$132,000
Cavalier 45 \$253,000
C&N 50 \$152,000
Custom Ketch 65 .. \$195,000



Dealers For High Performance Power & Sailboats
from New Zealand, Monterey Bay 30, Integre Motor Yachts.



1155 Embarcadero
Oakland, CA
94606
(415)
465-6060

OLYMPIC CIRCLE SAILING SCHOOL

Put your yacht to work!

If you have (or would like to own) a J-24, Olson 25 or performance cruising yacht 30' to 36' in good condition and would like to have it earn most or all of its expenses while still allowing generous opportunity for personal use, please call Anthony Sandberg to discuss the exciting details.

Ownership can be affordable!

(415) 843-4200

1 Spinnaker Way, Berkeley Marina, Berkeley, CA



AMERICAN
SAILING
ASSOCIATION

(415)
368-7855

PENINSULA CANVAS

You know that we build a great dodger, now we'll GUARANTEE it

Contact us about our NEW 3 year or 30,000 nautical mile dodger warranty

629 Bair Island Rd., Redwood City, CA 94063

PENINSULA MARINE SERVICES

639 Bair Island Road #8 • Redwood City, CA 94063

(415) 366-2636 • Fax: 366-1938

Factory Authorized Dealers For:



NORTHERN LIGHTS
DIESEL ELECTRIC &
POWER SYSTEMS GENERATORS

Velvet Drive®
MARINE TRANSMISSIONS

CERTIFIED



aquadrive



THE WEST'S
MOST EXOTIC
AND
EXCITING EXPO
ON
OUTDOOR
ACTIVITIES

GREAT OUTDOORS ADVENTURE FAIR

DON'T MISS IT
March 1,2,3, 1991

The Concourse Exhibition Center
at Showplace Square
8th & Brannan St., San Francisco

Latitude 38 will be there to
invite Bay Area fun seekers to join
the world's greatest sport. Stop by!

CRUISERS, RACERS, BROKERS, BOATERS...

HAULOUTS \$4/FT!!

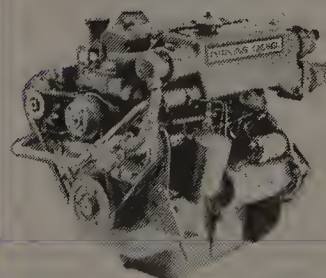
OUR RATES AND SERVICE ARE BETTER THAN EVER!

- Bottom Jobs
- Engine Repair
- Engine Installation
- Fiberglass Repair
- Commissioning
- Materials Discounts

— A FULL SERVICE BOAT YARD —



Authorized Dealers
Sales • Service



WE MAKE HOUSECALLS!

- Engine Repair, all makes
- Engine Repower
- New Engines, parts, sales
- Rebuilt Engines
- Generator Installation & Repair



#9 Embarcadero Cove
Oakland, CA 94606

(415) 534-2757

Conveniently located on the Oakland Estuary — 2 blocks from West Marine

LETTERS

Boatyards are now being called up to control and regulate their discharges into the Bay. Elimination of any discharge or even environmental impacts is likely a pipe dream (pun intended). As most industries that have fallen under regulation have discovered, a large part of control is better management — not fancy technology. In the case of boatyards, this can be simply stated: Here is the Bay and here is the toxic paint being removed from the boat. Keep the latter out of the former.

When I haul my boat and/or help with others, I have noted and wondered about the yard's attachment to pressure spray wash. Sure, I've seen the spray cut a shaggy beard off like it was butter, maybe removing some scaling paint in the process. And I know it only takes one person to do it — as shown in the picture of lovely *Freda*. But I can and have done the same thing by hand. It can be done quickly and without water if the boat bottom is not allowed to dry out. That means no excess water to treat, dispose of, or collect to prevent its runoff to the Bay. What you then have is a solid waste problem instead of a solid and liquid waste problem. I know that pressure wash is slick, but yards did a fine job before that technology came along.

As for the disposal of paint cans and other items contaminated with bottom paint, you correctly described them as toxic and they must be disposed of as such. Laws regulating such things have also been around a long time. Every dumpster in California is stamped with a label prohibiting tossing such things into it. This type of waste can be minimized. I sure don't throw away my tarps or brushes after using them just once. I actually plan on keeping them around as long as I own my boat.

I think I have illuminated some of the issues you address on the added costs to yards. But I would like to address one that particularly pains me — as it probably does many of your readers. That is, not allowing boatowners to do their own work. This sounds familiar. I believe this service has been threatened in the past due to safety and insurance reasons. Both of those reasons make more sense than keeping bottom paint waste out of the Bay. Can it be an excuse to increase boat yard bills through labor costs? Hopefully any yards which still allow do-it-yourselfers will find this kind of business brisk.

I am confident that the competitive spirit of private enterprise will work to hold consumer costs down as they realize that they do not have to spend an arm and a leg to control toxic materials — even though their competitor did. As to the increased time spent by yards for inspections, if there were so many inspectors, would there have been a savings & loan debacle?

As for the paperwork, what can I say? It must be the burden of the red, white and blue.

Mark T. Wilson
Environmental Engineer
Oakland

MR. JANUS, THE MYSTERY MAN

It appears that Hughe "wood boat owners should wake up and smell the dry rot" Janus has presented us with a bit of a mystery. Is he merely trying to provoke another hassle like the 'knots per hour' debacle, or is he truly the monumental world-class moron his letter portrays him to be?

Kress Alexander
Mountain View

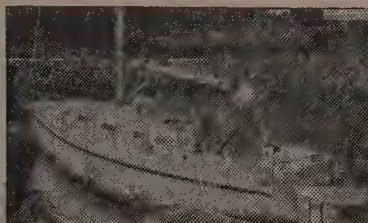
IT WAS MORE OF A KEYSTONE COMEDY THAN ANYTHING ELSE

We've all read the horror stories about Coast Guard boardings in *Latitude 38*. Well, we were boarded on February 3 about 60 miles north of Cabo San Lucas while sailing south. It turned out to be more of a Keystone Comedy than anything else.

It was about noon that we saw a large vessel bearing down on

5 Year Warranty, Suberb Handling, Quality Throughout ... The CS34, 36, 40 and 50. SPECIAL PRICING NOW!!

BEST BUYS WITH OUR LOCATOR SERVICE



NEW 1991 CS 34. Complete with furling, electronics, 2 staterooms, shower, diesel & more. At 6.9% financing, order yours. for \$612 per month.



CATALINA 30. Diesel, 4 jibs, cruise spin., self-tailing winches. Steal it! \$18,250.



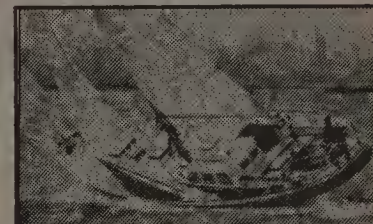
47' S&S. Extensive gear, new paint, two private staterooms. Reduced \$20,000 to \$79,500 Sale Pending.



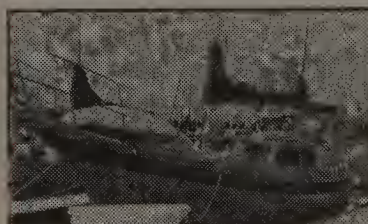
LANDFALL 39. 3 staterooms with large aft cabin, light and airy, new spar and rigging. Clean. Only \$75,000.



45' STEEL CUTTER. Pullman berth, generator, refers, loaded and gargeous. Priced to sell at \$117,500.



46' SEA STAR PILOTHOUSE. 2 heads, spacious and ready to cruise. \$139,500.



ISLANDER FREEPORT 41. Great live-a-board. New hull paint, cushions & rigging. Best one around. Try \$72,900.

**YOUR BOAT
HERE**
**Free berthing for
new good listings.**

We are selling boats!
Need listings. Call Us!

BROKERAGE PICKS

SAILBOATS

27' CAL 2-27 18,500
28' LANCER Now \$10,000
28'+ERICSON, '82 28,000
28' SAN JUAN, '79 17,000
29' C&C, '79 32,500
29' RANGER 11,700
30' BRISTOL 30,000
30' CAL, '83 39,500
30' S2, aft cabin 32,000

SAILBOATS — continued

30' NEWPORT, '77 27,500
30' CAPE DORY 77,500
31' IRWIN, '84 48,000
32' VALLANT, '77 49,500
32' BERTEAU 37,500
35' SANTANA 49,000
36' CS, loaded 69,000
39' LANDFALL, '79 75,000
40' CS 130,000

SAILBOATS — continued

41' ISLANDER FREEPORT 72,900
44' PETERSON, '75 120,000
45' H.C., '76 137,000
45' MORGAN 95,500
46' GARDEN KITCH 149,500
58' CUSTOM STEEL 125,000
60' FERRDCEMENT 65,000
118'SCHOONER, '22 345,000

POWERBOATS

25' CARVER, '88 40,000
28' COOPER, '87 38,500
28' APOLLO 32,000
30' COOPER, aft cabin 75,000
35' COOPER, '88 SOLD
36' CARVER, '85 SOLD
42' CALIFORNIAN, '74 129,500
48' CHRIS CRAFT, '85 189,000
60' CHRIS ROAMER 395,000
62' WHEELER PH, '71 185,000

SALES & RENTALS WORLDWIDE

D'ANNA
YACHT CENTER, INC.

Call Us — You'll Be Glad You Did!

(415) 451-7000

1-800-262-5959

11 Embarcadero West #100,
Oakland, CA 94601

WASHING, WAXING, & VARNISHING your troubles away

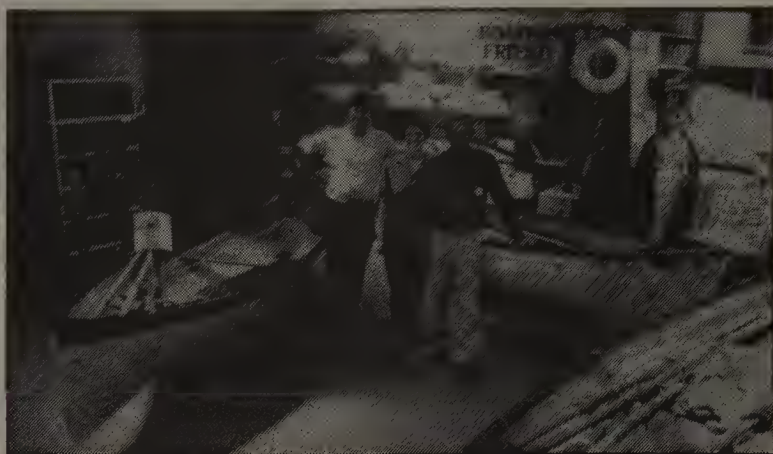
Westwind
PRECISION BOAT DETAILS

Still the best investment on the water



**BOATERS
VALUE**

MONTHLY SPECIALS FROM BOATERS VALUE



*The Largest Assortment of New & Used,
Domestic & Imported Boating Gear is Here!*



THE BOATERS FRIEND

805 University Ave.

(Next to Spenger's in Berkeley)

(415) 848-4024

Mon.-Fri 10-6 Sat 9-5

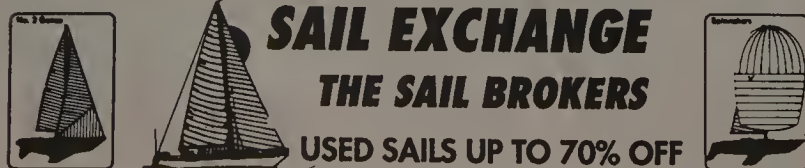
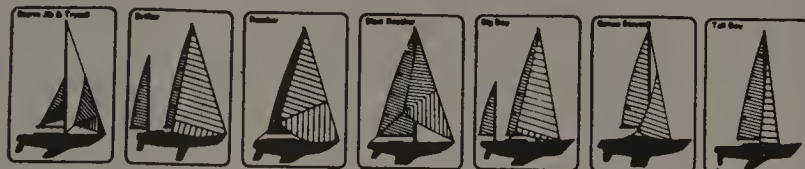


GIANOLA & SONS

Award Winning Canvas Products
Custom Interiors & Cockpit Cushions
Family Owned and Operated Since 1969

400 Harbor Drive, Sausalito
For Free Estimates Call

(415) 332-3339



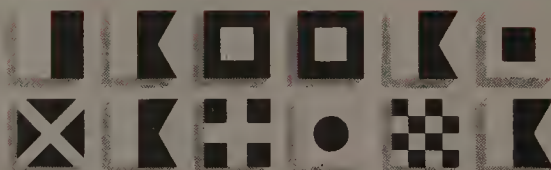
**SAIL EXCHANGE
THE SAIL BROKERS**

USED SAILS UP TO 70% OFF

OVER 2,000 MAINS, GENOAS AND SPINNAKERS
ON OUR LIST!

407 FULLERTON AVE., NEWPORT BEACH, CA 92663

800-628-8152



BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

Concrete
Dock System

Well Maintained
Facilities

Beautiful
Surroundings

- DEEP WATER BERTHS:
BASIN AND CHANNEL
DREDGED TO -9.5 MLLW
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND
TOILET FACILITIES
- WITHIN WALKING DISTANCE:
MARKET/DELI
- LAUNDROMAT • RESTAURANT
- AT EACH BERTH:
LARGE STORAGE BOX
METERED ELECTRICITY
PHONE HOOK-UPS • WATER



Kappas Marina
100 Gate Six Road
Sausalito, CA 94965
(415) 332-5510

LETTERS

us from dead astern. We were sailing in such a gentle wind that we were beginning to douse our sails when we heard a call on VHF 16 "to the boat ahead of us from the United States warship". Correctly suspecting we were the party being addressed, I responded. There then ensued a half hour dialogue on VHF 12 regarding our boat, ourselves and the others on board. At one point in our radio interrogation we were relieved to note that the fine traditions of the sea had not been lost on our interrogators: they asked if our obviously two-masted vessel was a sloop or a yawl! She is, in fact, a 65-foot staysail schooner.

Their first boarding attempt resulted in a resounding bang on our quarter. We were finally boarded by five members of the Coast Guard (armed with 9mm Baretts in holsters). Left onboard the nearby launch that had ferried them were five members of the United States Navy decked out in battle fatigues and bush-netted steel helmets. When my husband John was about to fend off their launch with a boat hook during their second approach, he was told, in essence, to put away his weapon.

Once aboard *Quest II*, the Coast Guard men were quite courteous and respectful. We supplied them with all the information they requested, and they searched the boat for about 45 minutes. They then returned to U.S. Naval Warship 22.

Underway once again — we had not been allowed to start our engine until they had boarded — we looked at the safety check-list they had filled out. Neatly printed under the 'body of water' heading was "Atlantic Ocean." But to give credit where it's due, they might not have known what ocean they were on, but they did have the correct latitude and longitude.

P.S. During the 'inspection', we learned that USNW 22 is 500 feet long and carries a complement of 500 men (no women). Apparently their mission is to cruise the western shore of Baja — obviously a critical war zone — and board four or five cruising vessels each day.

Pat Walsh
Quest II
La Paz

Pat — At least you could have had the courtesy to wait until we paid our taxes before springing another example of government thrift on us.

For our readers with short memories, Quest II is the 65-foot Al Mason-designed steel schooner that was featured on pages 76-77 of the January issue. She was beautifully conceived and built by John and Pat — and various workers — over an 11-year period at Bethel Island Marina.

⇕THE EXPERIENCE TURNED SOUR

Caution budding delivery skippers!

Last November I completed my first paid boat delivery, bringing a 36-foot Islander back to Monterey Bay from Honolulu. It involved 17.5 days of sailing as well as a five-day stay in Hawaii after the roller headsail failed the first 12 hours out.

Considering it was so late in the season, it was a good trip. The boat sustained some minor damage, mostly from water leaks. That's to be expected after beating to weather for 2,400 miles.

Unfortunately, the experience turned sour on my arrival back in Monterey Bay, when the owner refused to pay the agreed-upon fee. The verbal contract we'd sealed with a handshake had, in my mind, been changed. The way the owner saw it, I was now responsible for the repairs to the boat — which was to be taken out of my fee.

I could have fought it out in court, but I'd already taken a lot of time off work and didn't want to involve myself with the stress of a Small Claims Court suit. So I let it drop. Nonetheless, I feel I must warn other skippers of possible problems with receiving payment from boat owners: I suggest a written contract explaining the

BC NAVIGATION CENTER

475 Gate 5 Road, Sausalito, Ca 94965
(415) 331-6513

- BINOCULARS
- BOOKS
- SEXTANTS
- COMPASSES
- SHIPS CLOCKS
- ALMANACS
- COAST PILOTS
- CALCULATORS
- BAROMETERS
- TIDE LOGS
- LIGHT LISTS
- COMPUTERS
- NAUTICAL ANTIQUES
- YACHT DELIVERY

ASTRA IIIB METAL SEXTANT \$469



COMPASS SWINGING AND REPAIR

• CHARTS IN STOCK •

San Juans to Panama - Wash. - Oregon - So. California
Hawaii - Mexico - Costa Rica - South Pacific

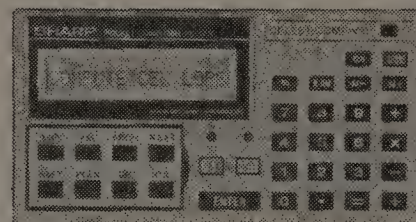
All charts sold with latest corrections at no charge

CELESTICOMP V NAVIGATION CALCULATOR

SIMPLY THE BEST...

PERIOD!!

\$279

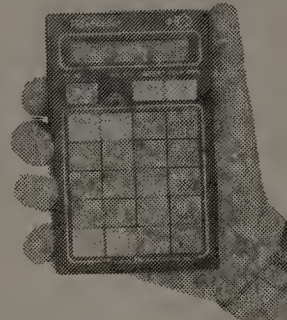


TIDE FINDER

Find tides and currents
from Alaska to Mexico.

Compute high, low
and minus tide;
ebb, flood and slack current.

\$395



NAVIGATION COURSES

REFRESHER COURSES — INDIVIDUAL TUTORING

COASTAL PILOTING COURSE — \$99

CELESTIAL NAVIGATION — \$99

OFFSHORE CELESTIAL NAVIGATION — \$199

Our Courses Are Fast, Easy and Guaranteed!
Call For Details

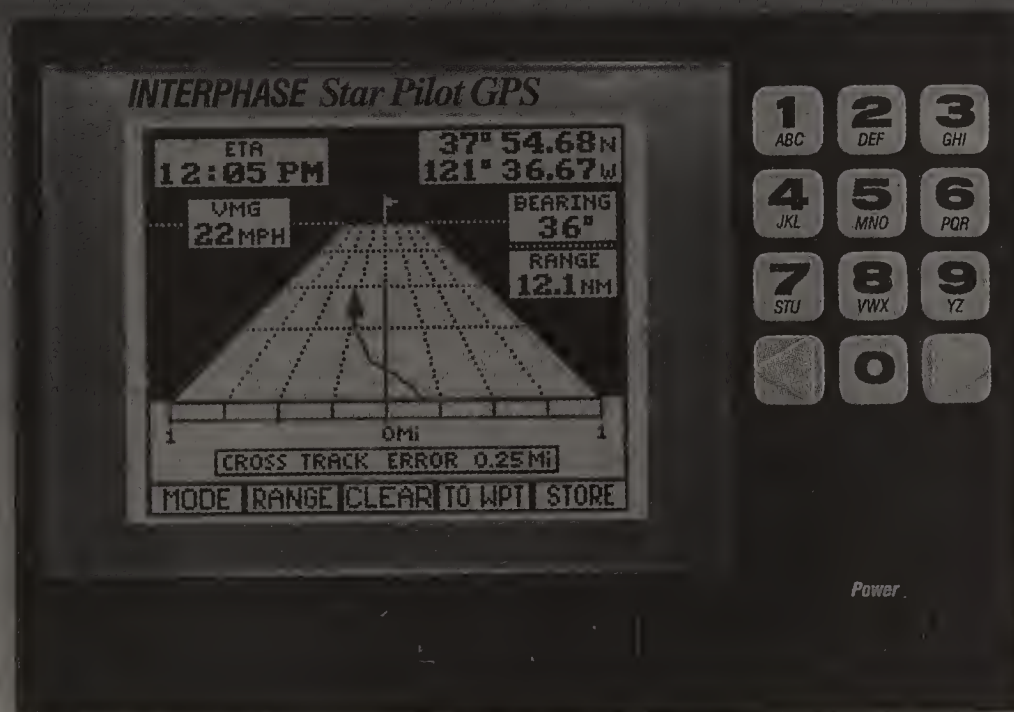
BC NAVIGATION CENTER

475 GATE FIVE ROAD
SAUSALITO, CA 94965 (415) 331-6513

Using Most GPS Receivers Is A Numerical Nightmare

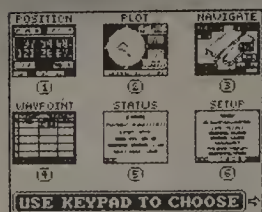
45-43.180130°N 121-36.67°W
10.08.063 16.7 04 56

Now Picture This.



The Interphase Star Pilot™ Makes GPS Navigation Easier Than Ever.

Satellite-guided GPS (Global Positioning System) offers everything you'd ever want for big water navigation. World-wide coverage. Extreme accuracy. And freedom from land-based or atmospheric interference.



Simple, one-button start-up menu.

Yet without a degree in analytical mathematics, using most GPS receivers is a nightmare of numbers. The Interphase Star Pilot offers a different approach. It turns GPS into a visual experience by replacing the jumble of digits with easy-to-read graphics. Like a 3-D navigation mode (shown above). A

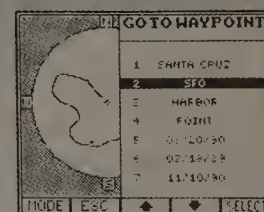
simple, one-button start-up menu. And today's most innovative, easy-to-use waypoint storage system.

You see all graphics and vital information displayed clearly on a huge, high-resolution, EL backlit SuperTwist LCD display.

Affordable...Yet Advanced.

Packed with features, the Star Pilot is very affordable. Yet it houses one of today's most sophisticated GPS receivers. A proven sequential three-channel digital design with the power to track more satellites—and perform better under adverse conditions—than competitively priced systems. From power-up to power-off, the Star Pilot receiver instantly updates your current position and speed. Stores up to 100 waypoints. Lets you program up to 10 different routes. And much more.

You get all this in a compact (7.75" W × 5.5" H × 4.5" D), water-proof unit that's right at home in the rugged offshore world of sailing, motorboating and fishing. Plus the Star Pilot offers an NMEA 0183 output for interfacing with many autopilots, plotters and radars.



The Star Pilot makes route planning fast and easy.

The Star Pilot—a new vision of GPS. See it at your Authorized Interphase Dealer today.

INTERPHASE

Innovation Made Simple.

INTERPHASE, 1201 Shaffer Road, Dept.
Santa Cruz, California 95060 • (408) 426-2007

LETTERS

responsibilities and liabilities of the job. If I had to do it over, I would involve a lawyer.

P.S. A special thanks to Peter at Art Nelson Sails in Honolulu for helping us get underway so quickly after our rig failure.

Charlie Schafer
Monterey

Charlie — We have no way of evaluating the particulars of your case, not having had an opportunity to hear the other side of story, but as a rule, yeah, it's best to get things down in writing. And that's as much for the protection of the boatowner as it is for the delivery skipper.

⇅BLIND SAILORS WHO HAVE OFFSHORE EXPERIENCE

I am a blind sailor. My wife and I liveaboard *Snow Goose*, our Nordic 44, on Chesapeake Bay. We are planning a major offshore cruise, and I wish to contact blind sailors who have offshore sailing experience.

I am specifically looking for Hank Decker and Lynn Olsen. I would very much appreciate any information on the whereabouts of these two people. They, or any of your readers, may contact me at (301) 685-2851 or write my at Box 16450, Arlington, Virginia 22215.

Dave Stoffel
Arlington, Virginia

⇅WOMEN WHO WOULD LIKE TO BE INVOLVED WITH THIS TYPE OF GROUP

Women Involved in Nautical Endeavors (W.I.N.E.) is a group out of Club Nautique in Alameda that is dedicated to the promotion of women in sailing. Our goal is to provide a supportive and positive environment in which women can improve their sailing skills, be they regarding racing, cruising, or just plain sailing. We hope to meet with women who would like to be involved with this type of group, to share ideas, experiences and skills, and to provide a network of sailing/racing friends.

If you're a women and are interested in becoming a part of this network group, please plan on attending our open house at 7:00 p.m. on March 12 in the Club Nautique clubhouse at Ballena Bay. Please let us know if you are interested in attending so we may plan accordingly. RSVP to Karin Hempel at 983-7690 or Debbie Harika at 638-6662 by March 8.

We hope to see you there!

Karin Hempel
Walnut Creek

⇅I THINK RAWSON'S OFFER A CONSIDERABLE VALUE

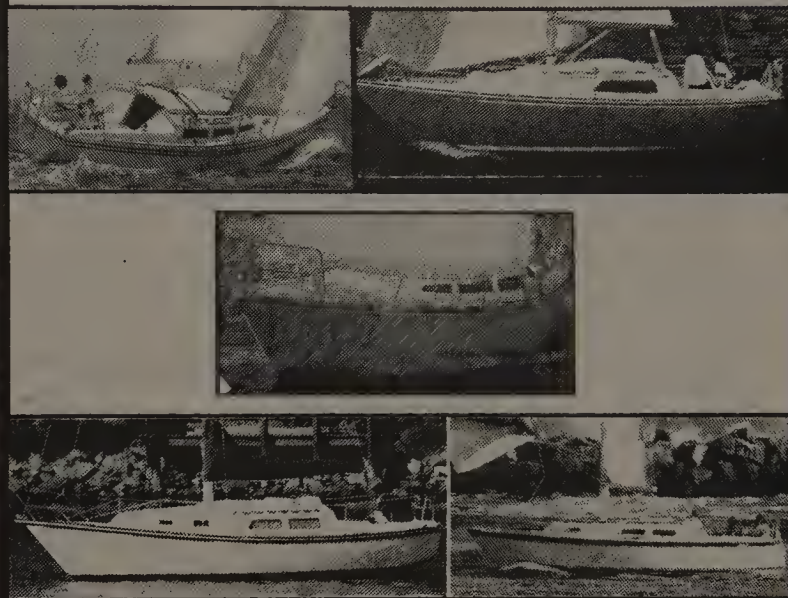
In your February issue you published a letter from Steve Hersey about Rawson 30s, noting that while they have never been a *Latitude* 'Boat of the Month', they've nevertheless gotten around. True.

I've owned *Makaira II*, a 1967 Rawson 30, #103, since 1975. My wife and I lived aboard for more than five years, two of which we spent cruising.

We were part of the Sea of Cortez 'Class of 1980'. Then in April of '81 we sailed from Cabo San Lucas to Kahului, Maui. Despite light winds, we covered the 3,000 miles in just 25 days. We spent five months in the Hawaiian Islands, departing Kauai in September for the Strait of San Juan de Fuca. Despite getting stuck in the Pacific High for a few days as a result of turning right a little too soon, we nonetheless made landfall in 28 days. We spent that winter on Bainbridge Island, which is across Puget Sound from Seattle. In the summer of '82 we took the Inside Passage up to Alaska, getting as far north as Juneau. We then went out the coast

You Can SAIL

All These Boats



For

\$188/mo

HOW?

Join our sailing club and sail any of the above 31-ft and under yachts **as much as you'd like** for only \$188/mo.

• COMPARE TO OWNERSHIP •

Purchase 30-ft sailboat*		Tradewinds Sailing Club	
Down payment	\$7,000	Down payment	\$ 0
Tax	\$2,000	Tax	\$ 0
Monthly mortgage	\$ 350	Monthly dues*	\$ 188
Slip @ \$5/ft.	\$ 150	Slip @ \$5/ft.	\$ 0
Insurance	\$ 12	Insurance	\$ 0
Maintenance	\$ 50	Maintenance	\$ 0
Your Time	?	Your Time	0

* Conservatively low estimated costs

*On a 12-month contract
*SAIL FOR FREE if you buy a boat.
Dues can be applied to purchase.

Call about full club membership & benefits.

 **Tradewinds**
Sailing Club

SERVING SAILORS FOR 28 YEARS 1-800-321-TWSC

Positive Protection Against Fouling . . .

"THE PROTECTOR" – B-90/B-91/B-94

BOTTOM PAINT

"The Protector" is a hard, non-vinyl copper bottom paint that gives time-tested protection against fouling. Durable and dependable, "The Protector" is readily compatible with vinyl and other non-vinyl bottom paints. When used over Z-Spar P-646 Epoxy Primer, it helps create a water impermeable barrier against Boat Pox. "The Protector" is easy to apply. Available in red, blue and black. "The Protector" contains the highest percentage of copper (up to 75%!!) in any Z-Spar bottom paint. B-90 is *the* premium quality bottom paint Northern California boaters demand.

Z-SPAR®
The Boat Coat People



Available at chandleries everywhere. For more information call Western Marine Marketing (415) 459-4222 Fax 453-7639

DONATE YOUR BOAT TO THE SCOUTS

Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating in the youth who participate in scouting. The Scouts are looking for any craft, power or sail, in serviceable condition.



CALL US TODAY.

STANFORD AREA COUNCIL
BOY SCOUTS OF AMERICA

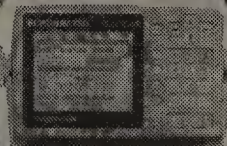
Ask for Bob Dillard
(415) 327-5900



INTRODUCING

NEW 1991 PRODUCTS
FROM RAYTHEON
NOW IN STOCK

ECHONAV 730

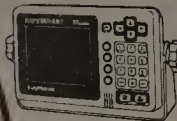


3 in 1 waterproof Loron/
fishfinder/plotter



RADAR R10X
Large radar features in a
small radar package.

RAYSTAR 590



**GPS/
PLOTTER**
waterproof
500 wypts.



**BAYTRONICS
CORPORATION**

2228 Livingston • Oakland, CA 94606
(415) 533-5300

SALES • SERVICE • INSTALLATION

LETTERS

to Sitka and sailed non-stop to San Francisco in September. That 1,300-mile trip took 13 days, including being hove-to in 50-60 knot winds for 20 hours off the Queen Charlotte Islands.

All in all, we covered 13,500 miles aboard the Rawson in those two years. Both of us enjoyed it very much.

A couple of years ago there was an article in *Cruising World* magazine about a Rawson 30 in the middle of the Indian Ocean whose crew got to talking to an American oil tanker on her way to the Persian Gulf. Since it was near Thanksgiving, the tanker stopped to give the sailboat crew a turkey with all the trimmings for a traditional meal. The byline info on the article said that the Rawson had subsequently completed the circumnavigation.

I talked to a Rawson owner who had sailed his boat to New Zealand and back. I know of several Rawsons that have been to Mexico and back.

It's my opinion that Rawsons offer a considerable value for their price — which starts at about \$12,000. They are not the prettiest boat, but they aren't the worst looking either. Sure, they are a little slow, but they are also well-built, dry, comfortable, and for a 30-footer, very roomy. Most were built with gas engines, but quite a few were outfitted with the optional diesel. Mine has a Volvo MD-2. If I were buying one, I'd hold out for the diesel.

Rawsons need a few modifications before they are truly ready for any bluewater sailing: The big saloon ports need to be replaced with thru-bolted Lexan sheets. The three-piece folding cabin door needs to be backed up with drop-boards. The huge cockpit needs bigger scuppers. Older Rawsons have very heavy weather helm that can be corrected with a bowsprit.

I enjoy your magazine and have read it from the very first issue.

Linn Johnson
San Mateo

⇓⇓ I'LL RETURN IN THE FUTURE

Svendsen's Chandlery saved me money recently. I had taken the remains of a broken Harken jib sheet block into Svendsen's to buy two replacements. The folks there said the block was guaranteed and suggested I send it to Harken.

I did just that and Harken responded by telling me: 1. I had been using an undersize block, 2. the block I had returned was four years old and out of warranty, and 3. that they would nonetheless sell me a replacement block of the correct size at half price. Needless to say I took them up on their offer.

I will return to Svendsen's in the future because of their helpful attitude.

C.W. Soules
Alameda

⇓⇓ HOW FAR FROM THE BOMB?

I'm writing in response to Steve Leibel's concern [January *Letters*] over the government's plans to deliberately 'degrade' the accuracy of GPS signals. If GPS were used for hostile purposes, would Leibel rather stand 25 or 300 feet from the bomb?

P.S. Look at the forest, not the trees!

Ted James
Big Sur

Ted — Either our brain functions are deteriorating or you've been inhaling redwood fumes for too long, because we have no idea what point it is you're trying to make.

⇓⇓ LOOKING FORWARD TO GIVING IT TO OUR DAUGHTER

I'm writing with regard to the *Best Boats Under 50K* article that appeared in the January issue. It's hard to believe that anyone who has spent time on the Bay can't recognize one of the greatest bargains in sailing: the Pearson Triton!

WORLD YACHT CENTER

dealers for

Hans Christian



CHOOSE YOUR ESCAPE ROUTE



THE TRADITIONAL WAY



THE CONTEMPORARY WAY

BUT EITHER WAY . . . NOW IS THE TIME!

• SELECTED BROKERAGE •



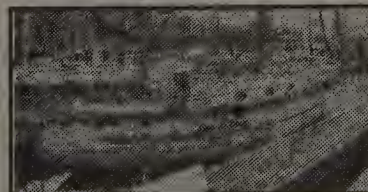
C&C 34+

1991 model. Faster and roomier than most 40-footers. Must see! **Make offer!**



C&C 41

1985. Immaculate racer/cruiser. New main. Harken split-drum furling. **Asking only \$129,000.**



UNION 36

1988. Hardly used but ready to go. Lots of amenities. **Incredible value at \$85,000.**



HANS CHRISTIAN 43T

1979 ketch well cared for liveaboard/cruise in style. **Reduced to \$119,000.**

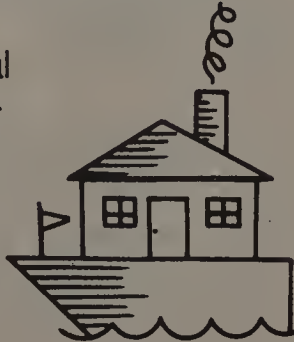


WORLD YACHT CENTER

1070 MARINA VILLAGE PARKWAY
ALAMEDA, CA 94501 • (415) 521-5636

YACHT INSURANCE EXCLUSIVELY FOR LIVEABOARDS.

Introducing the Quartermaster Liveaboard Yacht Policy from Royal Insurance, one of the nation's leading yacht insurers. Quartermaster combines the comprehensive coverage and features of Royal's standard yacht policy with broad homeowner protection, including:



- Comprehensive Personal Liability
- Personal Property Coverage including property in storage
- Loss of Use Protection
- Countrywide network of claim adjusters and surveyors

Call for complete details and a **FREE** copy of a policy review done by LIVING ABOARD Magazine. Phone **TOLL FREE 1-800-869-2248** or (206) 447-0489



Offered exclusively through



Pettit-Morrey Co.
INSURANCE BROKERS

520 Pike Street - 20th floor
Seattle, WA 98101-4004



SLIPS AVAILABLE

COVERED TO 60'

OPEN TO 90'

The finest facility on the Delta with 2 restaurants, cocktail lounge, fuel dock, guest dock yacht sales and service.

Located one mile off I-5 in Stockton.

VILLAGE WEST MARINA

6649 Embarcadero Drive, Stockton, CA 95209

(209) 951-1551

Managed by Pegasus Group



SAMS

SOCIETY OF ACCREDITED MARINE SURVEYORS

National Headquarters

(800) 344-9077

Accredited Marine Surveyors Serving Northern California:

Campbell's Marine Survey
(707) 542-8812

Richard T. Christopher
(415) 368-8711

Stuart Clark
(707) 538-1217

Milton C. Lane
(916) 372-0833

Jack Mackinnon
(415) 276-4351

Sherburne & Associates, S.A.
(800) 882-7124

John Sutherland, S.A.
(209) 723-3697

R.J. Whitfield & Assoc.
(800) 344-1838

BOATING VIDEOS FOR RENT

racing
sailtrim
navigation

cruising
adventure
survival

instruction
maintenance
... and more

An over-the-phone and through-the-mail rental service

\$6.50 ea.

(Includes round
trip postage
& handling)

**sports
video
hotline**

800-274-7144

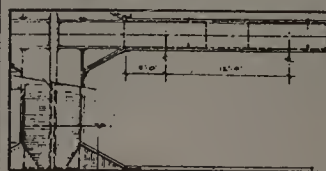
- RACING
- CRUISING
- PERSONAL SERVICE



SHORE SAILS

1 Harbor Way South • Richmond, CA 94804
(415) 234-9047

FROM CONCEPT



TO COMPLETION



• Design flexibility, reduced maintenance and durability

• An unsinkable combination of polyethylene covering over a polystyrene foam block

• Not affected by petroleum solvents or marine pests

Poly Pontoon™
MARINE FLOATATION

MEETING ALL YOUR FLOATATION NEEDS SINCE 1968

(415) 233-5929

Pelafoam Inc.

P.O. Box 36, Richmond, CA 94807

"It's easier than painting."

With Micron CSC® antifouling paint by Interlux, high pressure water washing is all it takes to rejuvenate the biocide action for a second season.

Interlux's innovative copper copolymer paint produces a constant release of antifouling biocide at the paint surface, making it as effective at the end of the season as it was at the beginning. Performance is directly proportional to the amount of Micron CSC applied.

And Micron CSC can be exposed to the elements out of the water during winter storage without losing its effectiveness. So you can relaunch without repainting.

Micron CSC. Another reason more people worldwide trust their boats to Interlux.

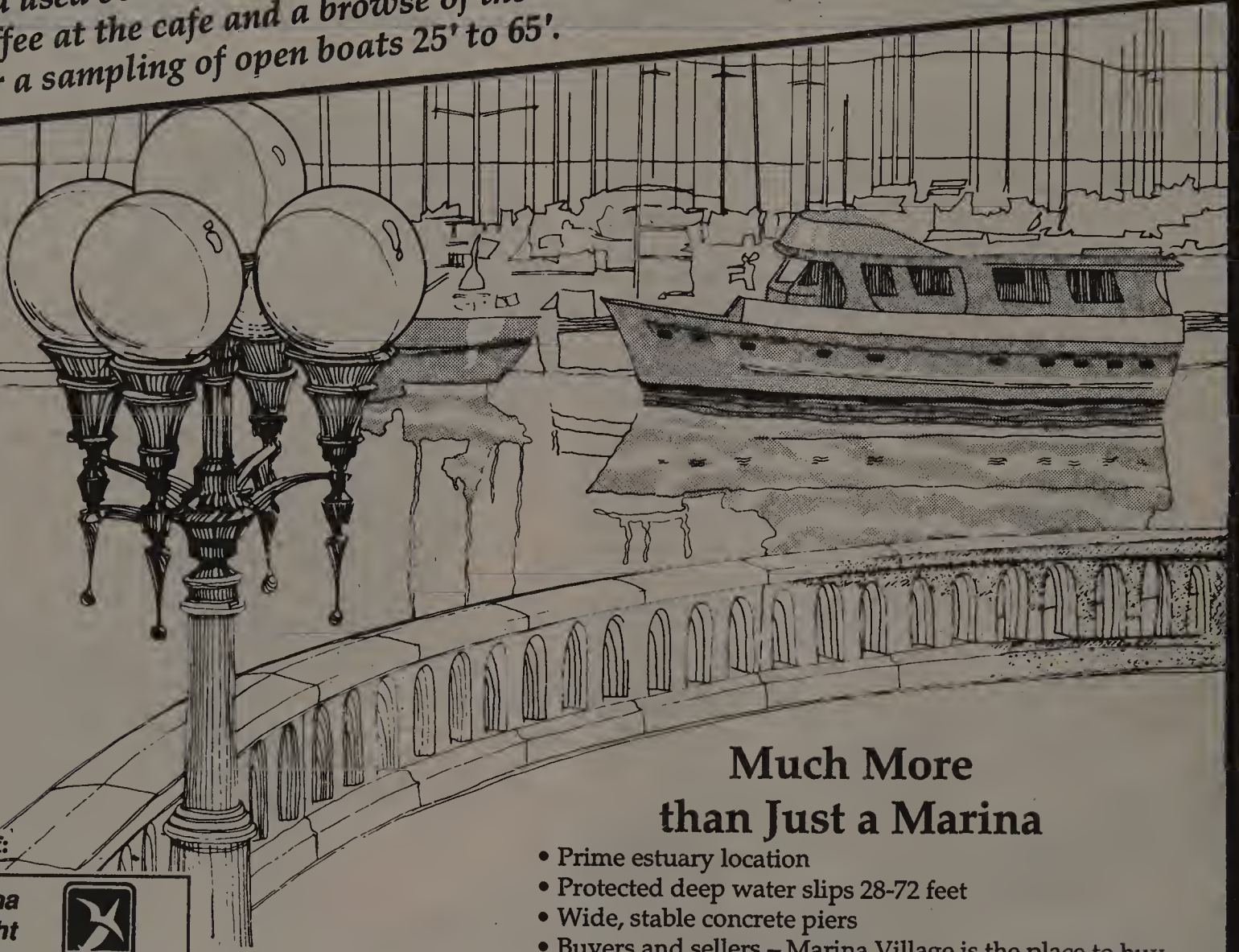
Make things easier on yourself. Visit your Interlux dealer today. Or call 1-800-INTRLUX. Interlux, 2270 Morris Avenue, Union, N.J. 07083.



 **Interlux®**
FINISH WITH THE LEADER

HOME OF THE OPEN BOAT WEEKEND

The Marina Village Yacht Brokers now offer an open boat weekend the second weekend of every month. The next one, March 9 & 10, will have over 100 new and used boats all open for your inspection at our docks. Stop by and enjoy a coffee at the cafe and a browse of the boats. See ads elsewhere in this magazine for a sampling of open boats 25' to 65'.
Weather permitting.



Home Of:

**Arena
Yacht
Sales**



Dealer for MacGregor Yachts

(415) 523-9292

**BILL
GORMAN
YACHTS**

(415) 865-6151
See ad page 15

Featuring
the best
maintained
used
cruising
boats



WORLD YACHT CENTER

(415) 521-5636
See ad page 47



* Harbormaster
1050 Marina Village Parkway

Much More than Just a Marina

- Prime estuary location
- Protected deep water slips 28-72 feet
- Wide, stable concrete piers
- Buyers and sellers – Marina Village is the place to buy or sell with loads of new and used power and sail boats at our docks.

Numerous additional services – yacht clubs, deli, nearby shopping center, restaurants...

If you're buying, selling or just going sailing, you should visit Marina Village. You'll find the drive easy, the parking easy, the people friendly and the sailing terrific. Look for the ads of Marina Village businesses in this issue.

MARINA VILLAGE

Now Renting Premier Deep Water Slips In All Sizes

Call Harbormaster's Office

(415) 521-0905

LETTERS

Although you published a great picture of an East Coast model of the Triton, you failed to mention this beautiful and rugged classic in your article that included many other boats that have accomplished much less and will not endure as well as Tritons.

One Triton completed a singlehanded circumnavigation, one finished high in the first Singlehanded TransPac, and we sailed our Triton Pilot to Mexico with just two years sailing experience. On our second trip back from Mexico, we sailed non-stop from Cabo to San Diego and our Triton did better to weather than her crew.

Although our Triton is already 30 years old, we look forward to giving her to our daughter when we're too old to enjoy her.

Larry & Debbie Black
Sacramento

IT'S A GREAT LITTLE BOAT

If you're looking for 'Boat of the Month' subjects, why not write one on the Wilderness 21?

I've owned mine for about five years and she's a great little boat. This coming July I plan to race her in the Trans-Tahoe Regatta — lake level permitting. If there are other Wilderness 21 owners out there interested in participating, I'd like to have them call me at (916) 676-1545. If five boats show up, we can have our own class.

Kim Peters
Cameron Park, CA

Kim — The Wilderness is a fine little boat, but we're kind of backed up on BOM subjects right now. We suppose the most famous Wilderness 21 was Little Rascal, the Wilderness young Amy Boyer sailed in the Mini-TransAt from England to Antigua and then later in the Singlehanded TransPac. We wonder where both of them are now.

FEW GOT THEIR MONEY BACK

Do you remember the Paradise Charters rip-off back in 1989? Four friends and I were among the 20-odd parties that went down to La Paz only to find that Paradise Charters no longer had a permit to operate in Mexico.

It's my understanding that few, if any, of the victims got their money back. We are still trying to get ours, and some months ago obtained a judgement against Paradise Charters and Sam Knapp, the proprietor. In the meantime, Paradise Charters has gone out of business and we are unable to locate Mr. Knapp.

If you would be good enough to publish this letter, perhaps it will be seen by fellow victims who have had more success than I in locating Mr. Knapp, and they could tell me where to find him.

Stephen Opie
14030 Mira Montana, Del Mar CA 92014

Stephen — Here's your letter in print; we wish you the best of luck. While we certainly wouldn't hold our breath, somebody in Mexico — and we can't remember who it was and whether they were in Cabo, La Paz or Puerto Vallarta — told us that Knapp was actually paying some people back.

YOU'VE MISSED THE POINT

I am writing in response to your response to Stephen Osborn's letter in the January issue. You may recall that Osborn had expressed his dismay at an individual cutting up his "beautifully restored classic sloop" in a fit of rage. I think your answer indicates that you missed the point.

A wooden boat, in a sense, becomes a living thing, born of the skill and artistry of the craftsmen who build her, and the sweat and labor of the people who 'own' her, or as Stephen points out, are her stewards. Such boats are made out of what was once a living tree, and they take on a life and spirit of their own. No longer an

EMS

THE SYSTEMS
PEOPLE
Celebrating Our
12th Year

NEW!

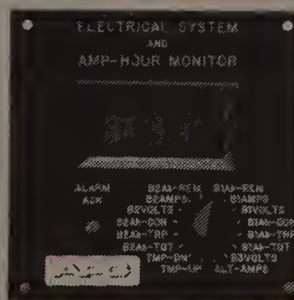


Sea Recovery™

Aqua-frame compact watermaker only 14" high
Models from 8 to 50 gallons per hour.

DEALER INQUIRIES INVITED

FROM THE AMPLE POWER COMPANY



Finally! An electrical system monitor which accurately computes amp-hours consumed, amp-hours remaining and time to discharge. Activates high or low voltage and low capacity alarms.

TRACE
ENGINEERING



STATE OF THE ART
INVERTERS

TECHNAUTICS
REFRIGERATION
Engine Driven/AC/DC
Holding Plate Systems.
"The Cruiser's Choice"

Cruisair®

AIR CONDITIONING
SYSTEMS

Design, Installation & Service

ESPAR

DIESEL FIRED
Forced Air Heaters

EMS

EDINGER
MARINE SERVICE

399 HARBOR DRIVE, SAUSALITO, CA 94965
(415) 332-3780

Bay Riggers, Inc.

SAILBOAT RIGGING AND HARDWARE
FOR ONE-DESIGN TO SLEDS

SERVICES:

Rig Surveys
Hardware Installations
Spar Building
Hydraulics
Splicing
Welding & Fabricating
Rod Rigging
Lifelines
Winch Servicing
Traveler Systems
Furling Systems
Lazy Jacks



SALES:

Our store carries thousands of items for the sailing enthusiast – including rope, wire, hardware, tools, turnbuckles, shackles, cleats, fasteners, solid vang, furling systems, hydraulics, and much, much more.

(415) 332-5757

2346 Marlinship Way, Sausalito

LETTERS

inanimate object, the older a wood boat gets, the more apparent its personality.

It's not really a question of rights, it's a question of morals. If we all lived by a sense of morals and ethics, we wouldn't need so many rules to tell us how to behave.

Patrick & Yoko
Sweet Lydia
Alameda

Patrick & Lydia — Actually, we think we got Osborn's point just fine. We didn't disagree with him, but rather wanted him to understand that such a line of thinking may lead him to consequences he might not want to accept. The truth is that questions like that are real tough, because there are conflicting "moral" and "ethical" considerations. It's the fact that there are so many more apparent moral dilemmas these days that has so much of the world reaching for the rum earlier in the day. The more you understand, the more you realize there are seldom any simple answers.

As for inanimate objects taking on a life of their own, it's only fair to point out that this is not something unique to wooden boats. If you read this month's report on the Puerto Vallarta Race, you'll see that overall winner Bob Kahn feels the same way — and very strongly — about his boat built of a composite of modern materials. And while it might surprise you, we're certain that when the war with Iraq is over, many of the pilots will feel the very same way about jets they've been flying, despite the fact that these jets — even in their minds — have regrettably been vehicles of tremendous destruction.

Please don't misunderstand us, there's nothing greater than a fine wood boat, but you have to be careful that you don't take it too far.

↑↓ I LIVE IN ARIZONA (YES, I AM CRAZY)

Not really wanting to start a Heat Pal debate, I nonetheless would like to comment on Paul Cone's letter in the January issue.

I've had a Heat Pal 5000 for six years now and also the two-burner Origo stove which uses the same fuel canister, but can report that I've never had any of the problems he's had. On the contrary, my unit has provided adequate heat for 12 hours on one filling and burns without fumes. Granted, I live in Arizona (yes, I am crazy) and winters here are not as cold as in the northern latitudes (maybe I'm not so crazy after all), but it's not uncommon for temperatures to dip into the 30s. I spent four night on my boat over New Year's weekend and my Heat Pal raised my cabin temperature to as high as 85°! My 20-foot Flicka is insulated, but that's still pretty warm.

In addition, my two-burner stove from the same manufacturer has been excellent. I used it while on a three-month cruise to Baja last year without any problem. During that time I used two gallons of alcohol.

Mr. Cone describes himself as a "gadget freak." That may be the problem. The Heat Pal is a simple, no frills device that works well with no maintenance. Nothing personal, but I don't like to see a quality product knocked without a just cause. I would recommend that Heat Pal as a safe, odor-free and efficient cabin heater for any boat. The only better way to go is to stay below 25°N.

With any luck, I'll be sailing off to Costa Rica — and who knows where else — this October with my Flicka. This means I'll miss Sea of Cortez Sail Week this year, but I'm sure everyone will still have fun without me. Nonetheless, hello to Barney & Mary on Gypsy, Rob & Lynn on Scout, Bill & Linda on Wandering Star, and everybody else I miss seeing down in the Sea.

Mike Leonard
Serendipity
Tucson, Arizona

YANMAR ENGINE SALE

More Power,
Less Weight



More compact, Yanmar's pleasure craft engines have become an industry standard on new and repowered yachts.

If you're looking for performance and reliability, Yanmar is your engine.

CALL TODAY FOR OUR BEST QUOTES

If you do your homework you'll find it the smartest buy anywhere!

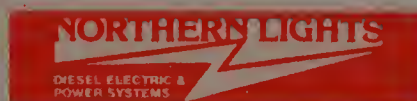


**Atomic 4 Special
Rebuilt Universal**

SALE PRICE \$2350

WITH REBUILDABLE CORE IN EXCHANGE ONE-DAY INSTALLATION AT SHOP RATES.

GENERATORS

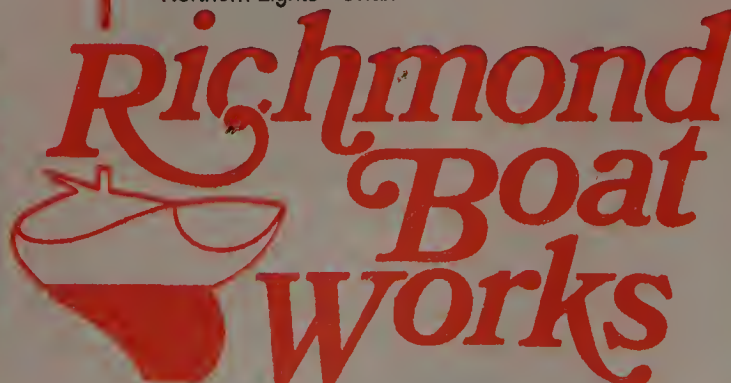


We Sell, Install & Service
The World's Best Generators!
Call for Quotes

• Make reservations for your haulout today •

QUALITY SERVICE FOR YOUR CLASSIC OR
CONTEMPORARY YACHT ON OUR MARINE RAILWAY
Complete: Keel • Hull • Paint • Spars and Rigging
Electronics • Hardware • Engines • Generators • Haulouts

Repair / Sales for: Yanmar • Universal • Perkins •
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar
Northern Lights • Onan



616 W. CUTTING BLVD., RICHMOND, CA 94804
(415) 232-5800

There is a full
chandlery on the San
Francisco waterfront.



- Wide selection of bottom paint and paint accessories
- Supplies for fiberglass and wood boat maintenance and repair
- Power tool rental to yard customers
- Do-it-yourself nicopress bench
- Stainless steel and bronze fastenings
- Rigging
- Wire and line
- Plumbing and electrical supplies
- Open Saturday
- *Unlimited free parking*

**San Francisco Boat Works
Chandlery**
835 China Basin Street
(foot of Mariposa St.)
San Francisco
626-3275



Spring & Summer Sailing Checklist

- ☐ SAIL REPAIRS & RECUTS
- ☐ SAIL CLEANING
- ☐ NEW CANVAS COVERS
- ☐ NEW LAM SAILS
- ☐ BOAT CURTAINS

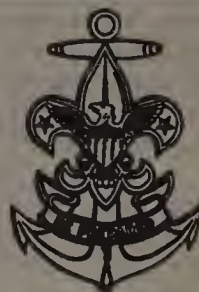
CALL US NOW !!!

ONE NORTH AMPHLETT
SAN MATEO, CA 94401
(415) 342-5625

DONATE YOUR BOAT TO SEA SCOUTS

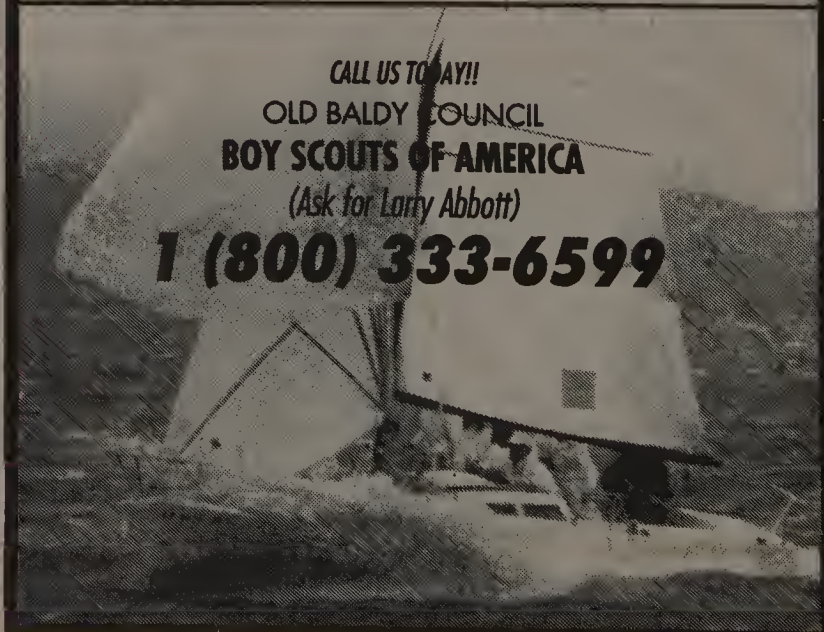
POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE CAN ARRANGE.
- ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
- HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING. SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.
- 1991 TAX CREDIT



CALL US TODAY!!
OLD BALDY COUNCIL
BOY SCOUTS OF AMERICA
(Ask for Larry Abbott)

1 (800) 333-6599



LETTERS

↓↑BREASTING THE SWIFT TIDES

The photo of the car-powered boat [*Sightings*, January] took me back some 50 years to wartime England and the River Thames at Hammersmith. At that time a well-known sight was a hybrid craft named *Precursor*, which was a strange but well worked out combination of truck and boat.

The wheeled part was a circa 1930 Morris one tone van fitted out with living accommodations. Today it would be called an RV in the United States and a caravan in the United Kingdom. Supporting this was a sturdy steel boat about the size of a landing craft, although a little wider. The ramp was at the back end, and waist high bulwarks kept the water at a respectful distance.

I was aboard once or twice and still remember the drill for getting underway. The van was jacked up clear of the deck and the rear wheels were connected with clamps to twin right-angle drives made from truck axles. These were reversed in function to give a stepped-up ratio. With great aptness, the propeller shaft joints drove twin propeller shafts at a steepish angle. The front wheels were connected by wire cables to twin rudders, and lastly, the radiator cap was removed and a hose delivered cool river water to the hard-worked motor.

Many a time I saw *Precursor* breasting the swift tides, windshield wipers warding off the British summer climate and a wisp of steam drifting back from the bonnet! Otherwise she sat patiently on the mud at low water. Naturally she had right hand drive in proper nautical style!

The British authorities were remarkably tolerant toward make-shift boating then. The London River Police kept a fatherly eye on the activities, although a police tow meant a pluck back to moorings, not detention of the boat and a fine. Heaven knows what the BCDC or Coast Guard would make of *Precursor* were she translated from time and space onto the Bay.

On a completely different subject, I wish advertisers of boats for sale would not include bowsprits and bumpkins and lashed-on mop handles in 'boat length'. People wanting a 40-foot boat will be deterred from replying to an ad for a 60-footer which turns out to be a 40-footer plus swordfish platform. And those in the market for a 60-foot boat will simply be annoyed. Can *Latitude* impose uniform standards on its advertisers?

Michael Barton
Sunnyvale

Readers — Everybody hear that? If you're putting your boat up for sale, don't be tricky with the length.

↓↑I'M INTERESTED IN GETTING IN CONTACT WITH 'CAL PALS'

I read with excitement your January issue of *Latitude* about the Silver Anniversary get-together of the Cal 40 fleet at Cabrillo Beach YC. I am the proud owner of a Cal 40 here in Corpus Christi, and we don't have many of them around here. I race mine some, having participated in the Galveston to Vera Cruz race on three occasions, having won my class twice.

I'm interested in getting in contact with someone in charge of Cal pals for the purpose of corresponding and perhaps attending the next gathering, although not in my boat.

Douglas Tinker
Corpus Christi

↓↑WE'RE THINKING OF STARTING WITH A 22-FOOTER

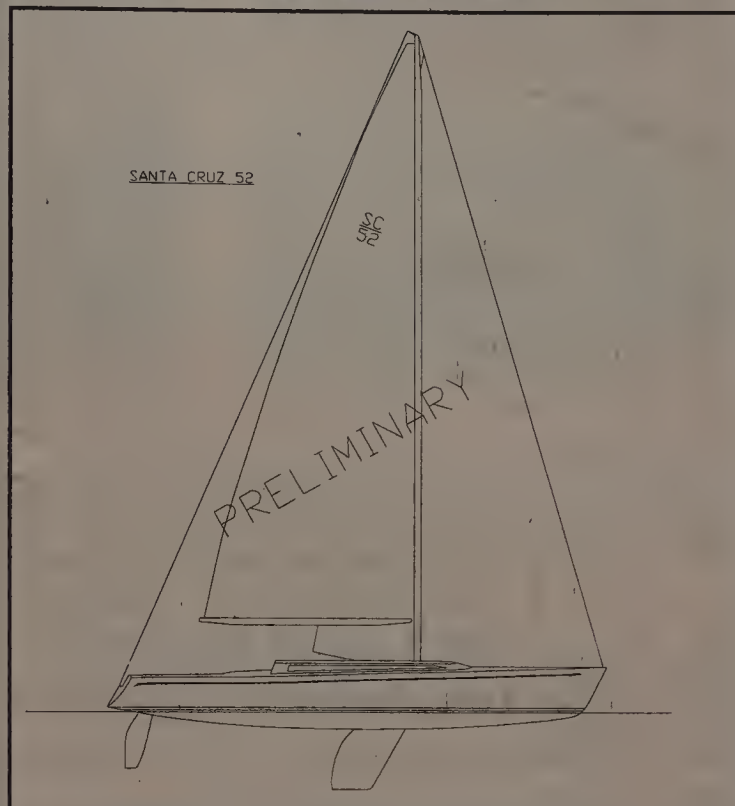
You guys have an incredible rag. I look forward to all of every issue, but especially *Changes*. It's bad enough to have a rag that openly advocates hedonism as a way of life, but to have it be free at any local marina — that's insult to injury.

But to the point of my letter: where do we sign? I'd like to get into the mad world of those pictured and chronicled in *Latitude* —

FAST IS FUN!

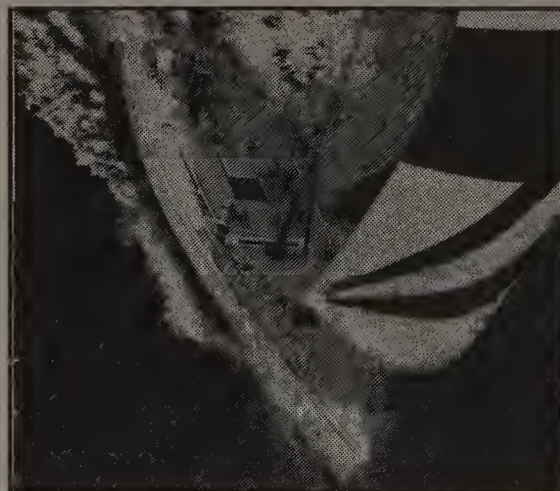
WHAT'S NEW

SANTA CRUZ 52: Here comes the newest Santa Cruz Yacht featuring FAST, COMFORTABLE and EASY TO HANDLE sailing in a FAST IS FUN design with more beam, more freeboard and more power. Now is the time to contact us for details and introductory price on this completely new factory supported one-design yacht and put your ideas into this newest design from Bill Lee Yachts.



PRE-OWNED RACING YACHTS

SANTA CRUZ 70: First to finish IMS yacht. Built in 1989 and optimized from the factory with 15% extra sail area, and 30% extra righting moment. This yacht has far more RAW boatspeed than the standard SC70 and was built specifically to get there first regardless of the rules. Upwind performance is exceptional. IOR estimated at 78. Holds two major East Coast records.
Buy now for the '91 season and go the fastest.....\$750,000



SANTA CRUZ 50: Excellent condition, new Yanmar engine. Built to USCG specifications for carrying passengers for hire. B&G, full electronics, Category 1 safety gear, new full batten main and roller furling jib. RACE, CRUISE or PROFIT CENTER, this yacht deserves serious consideration.

Buy now and go fast.....\$180,000

OLSON 40: Transpac ready. Yacht is in excellent condition with a lot of new gear. Great club racer and potential Transpac winner. Yacht located in Florida. Owner motivated to move on to larger yacht.....\$99,900

BILL LEE YACHTS, INC.

3700 B Hilltop Road
Soquel, CA 95073

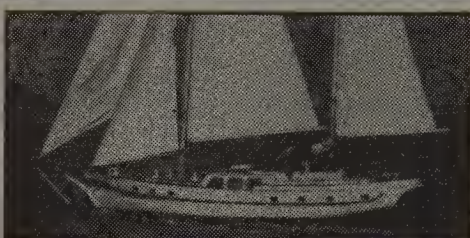
(408) 475-9627
Fax (408) 475-0867



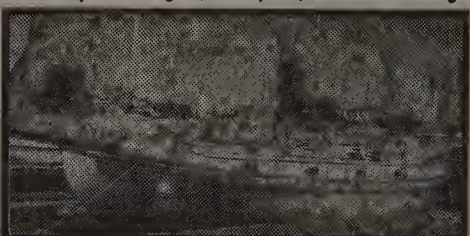
37' TAYANA CUTTER, '85. Just listed! Beautiful cond.! Dodger, electronics, refrig. Good liveaboard. \$85,000.



37' TAYANA MARK II CUTTER, '88. At stateroom, separate shower, like new! Reduced \$104,500.



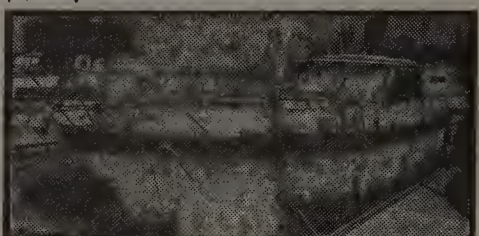
CT 54 CRUISING KETCH, '81. "One of a kind." Loaded: A/C, 12kw gen., 120 hp dsl., beout. int. Coll Hugh.



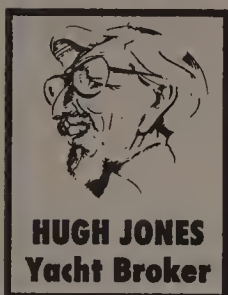
37' TAYANA MARK I CUTTER, Perkins 49hp dsl, dodger, refrig. Grt lvobrd! \$63,500.



37' TAYANA, '88 pilothouse cutter. Furling main and jib, many extras. Pristine. Owner wants offer.



39' LANCER, '82 motorsailer. Twin 50hp diesels, furling jib & main sails, radar, AP, plus more. \$85,000.



PACIFIC YACHT IMPORTS

11 Embarcadero Cove
Oakland, CA 94606

(415) 533-4244

FAX (415) 533-6619



34' HUNTER '85 Sloop. Just listed! Immaculate! Dsl, dodger, electronics. See now! \$49,500.

26' Cheoy Lee "Frisco Flyer". Perkins 30 hp diesel, five sails, unbelievable condition!

30' Catalina '80 sloop. 3 sails, dodger, wheel steering. Try \$21,900.

35' Santana, 79. Volvo diesel. Only \$38,500.

41' Litter Universal cruising cutter. Loaded, see this one. Make offer.

47' Perry center cockpit cutter, '81. Loaded. Has been cruised. \$119,500.

47' Ketchikan classic sloop. Beautiful condition! \$49,500.

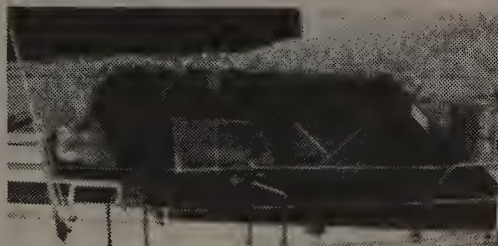
51' Steel Schooner, '86. Colvin design. Well equipped. Only \$129,500.



For
Canvas
With
Imagination

Any Combination:

Dodger
Bimini
Enclosure



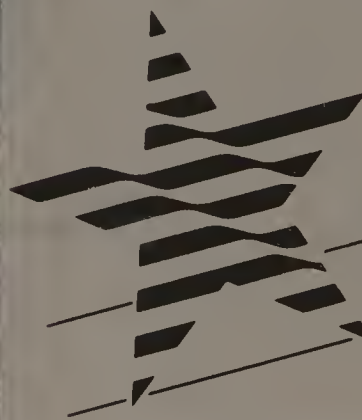
Custom
Designs For
Your Needs



(415) 233-7683

California Custom Canvas

1228 Brickyard Cove Road
Point Richmond, CA 94801
At Brickyard Cove Marina



**Richmond
MARINA BAY**

FOOT OF MARINA WAY, SOUTH

- EASY ACCESS FROM MARIN AND THE EAST BAY
- FREE 24 HOUR LAUNCH RAMP
- BERTHS AVAILABLE
- RESTAURANT & GENERAL STORE WITHIN WALKING DISTANCE

(415) 236-1013

1340 Marina Way So.

Richmond, California 94804

Richmond Marina Bay Harbormaster

and eventually go out the Gate and turn left. But I don't really know where to start. We've taken the basic and intermediate sailing courses at Cal and sail from time to time on the Bay. We turn to the back of *Latitude* and see the ads for boats. We're thinking of starting with a 22-footer for about \$3,500. We're not rich, so we can't afford to join a fancy yacht club. So how do we get into the world? Is there someone I can talk to?

In talking with friends who also drool over the pages of *Latitude*, I know I'm not alone in this. I wasn't born into a sailing family, and my only friend who sails now lives off Long Island in New York. My inquiry is a serious one, but could you take a stab at it for me and others? It would be much appreciated.

Again, thanks so much for your monthly contribution to our collective sanity.

Christopher Hawk
Orinda

Christopher — You don't have to be rich to sail, nor do you have to belong to a yacht club — 95% of which cost much, much less than you ever imagined.

It seems to us you not only need a fine little boat for your money, but sailing friends to help you grow. Usually that means a one-design class. We suggest you take a look at something like a Santana 22, an excellent boat in your price range that has had a large and active class for years. Let the class association know that you're new to sailing, and eager to learn. We're certain they'll have you out crewing on another owner's boat during races within just a couple of weeks. The racing is important, because you'll quickly learn everything you need to know about the boat; and then you can try and duplicate it on your own boat. The racing also puts you in contact with a large number of other owners who are not only more than happy to give you all the sailing tips you ever wanted, but they can tell you how to optimize your boat for speed, safety and comfort. No doubt some of them will be glad to come along on your boat for a couple of sails and act as your mentor. Really, it's quite easy. And please, don't let the racing intimidate you. Even if you never plan on racing your own boat, it's the best training you can possible get.

As for yacht club membership, there's no rush on that. If you're going to race, you'll eventually have to belong to a yacht club, but by that time you'll have made some friends who can give you good advice on that. There are many clubs for sailors with very small budgets. If you're not going to race, you don't need to belong to a yacht club unless you're interested in the social life. We don't have any statistics, but we don't imagine that more than half the boatowners belong to a yacht club.

Good luck. And if you get hung up anywhere, don't hesitate to give us a call.

↓↑I'M SURPRISED

Concerning your comment to Cap'n Wood's 'Mad Dog' nomination letter in the February issue, I'm surprised that *Latitude* is not familiar with E.M. Forester's book about Horatio Hornblower, that English scourge of the French Navy during the Napoleonic Wars. You know, back in the days of wooden ships and iron men.

The expression "Damn your eyes" or "Blast your eyes" was an expletive used by Hornblower as well as by his first Lieutenant, Bush, when they were, on occasion, annoyed. It was indeed said mostly "... to those who toil in the bottom of the bilges."

By the way, I was under the impression that one of the requirements prior to calling oneself a 'sailor' was to have read at least three of the Hornblower stories.

Tsk, tsk, *Latitude*, you have, indeed, feet of clay.

M. Tanner
Eva Maria, Emeryville



Perfect Propulsion

The performance of your engine is only as good as the propeller it turns. Using Cruising Design's Performance Prop, you will gain speed, thrust, and maneuverability.

The CD Performance Prop has a new and unique computer-designed airfoil shape that gives your engine 80% more thrust in reverse and 20% more in forward.

All CD Performance Props provide greater speed at lower revolutions, reducing noise and vibration while improving fuel efficiency.

And, to prevent barnacle and marine growth, CD Props are also available with Crystic® CopperClad, an environmentally safe, anti-fouling coating.

Remember, perfect propulsion can only be achieved with a Cruising Design Performance Prop. Available in 12", 14" and 15" diameters.

Unlike bronze blades, the CD blade is curved on both sides like a true airfoil.

INTRODUCING THE NEW CD FEATHERING PROP

The CD Feathering Prop is designed for the performance cruiser who would like more thrust under power with less drag while sailing.

This simple design needs virtually no maintenance - especially with the optional Crystic CopperClad blade coating. CD Feathering Props are available in 15", 16", and 17" diameters, right-hand rotation for 1", 1 1/8" and 1 1/4" shafts. MC and Visa accepted.

Call Cruising Design for more information.

CRUISING DESIGN, INC.

THE MOST RELIABLE PRODUCTS FOR CRUISING.
P.O. BOX 151
65 WALNUT STREET
PEABODY, MASSACHUSETTS 01960
508-532-2712 FAX: 508-531-7577

Crystic® CopperClad is a registered trademark of Scott Baber Co., LTD.



CD Feathering Prop gives 30% more thrust and reduces drag under sail by 75%.

Emery Cove Marina

LATITUDE 37° 50' 20' N

LONGITUDE 122° 18' 30' W

The Perfect Location!

- Convenient to San Francisco and the East Bay.
- 30 to 60' double-fingered berths.
- On-site security and card key system.
- Showers, toilets, washer and dryers.
- Water, telephone and 30 or 50 amp electricity each berth.
- Dock boxes.
- Pump-out stations.
- Rate: \$4.50/ft downwind, \$5.00 upwind



For more information on the Bay's finest Marina, call (415) 428-0505.

Or, write for more information:
3300 Powell St., Emeryville, CA. 94608.

**When you want
the most sail
for the least
price, call us.**

LEE SAILS
"Sailmaker to the world"

CONTACT US FOR AN ESTIMATE OR A BROCHURE.

SOUTHERN CALIFORNIA

4222 1/4 Glencoe, Marina del Rey CA 90292
(213) 306-3155

NORTHERN CALIFORNIA

647 Pacific Avenue, Alameda CA 94501
(415) 523-9011

REPAIRS

**If It's:
BENT
BROKEN
CRACKED
CORRODED**

Before You Replace It . . .

Check With Us!!!

Metal Magic has been repairing worn, fatigued metal for 10 years. Often we're able to fix what you've got and save your expensive replacement costs. Call us for a quote — today!

*"Marine metal work — it's not part of our business —
it's our only business."*

- | | | |
|--|----------------------------|---------------------|
| • Custom Fabrication in Stainless and Aluminum | • Automated plasma cutting | • Exhaust Systems |
| • Dock space at our doorstep | • Metal shearing | • Polishing |
| • We sell raw materials | • Radar Mounts | • Electro-polishing |
| | • Davits | • Hell-arc welding |
| | • Bow Rollers | • Machining |
| | | • Pipe bending |

**METAL
MAGIC**
Custom Marine Fabrication • Stainless • Aluminum



333 Kennedy Street
Oakland, CA 94606

(415) 436-5133
FAX: (415) 436-5134

LETTERS

M. — *Our feet are of flesh and bone — we just checked. Besides, we have an excuse, we've been reading The Wrecker by Robert Louis Stevenson, over and over and over and over again, and thus haven't had time to take a crack at the Hornblower stuff.*

↓↑I'M HAVING TROUBLE

In your January issue Sharon Rentala mentions automatic anchor lights made from salt-shakers. I have heard of them a couple of times but am having trouble finding them. Sharon mentioned Downwind Marine as a source; maybe I would know who they are if I still lived in California (where I used to liveaboard) — but now I'm out in the Bahamas. Can you help?

J. Chrisman
Miami

J. — *Downwind Marine, a chandlery which specializes in gear for Mexico-bound cruisers, is located at 2819 Canon St. in San Diego. You can call them at (619) 224-2733 or fax them at (619) 224-7683.*

↓↑HE WAS JUST JABBING US WOODIES FOR BEING TOO SERIOUS

I'm sure you'll have lots of people taking on *Plastic Fantastic* Hughe Janus, since he is such an easy mark. But wait! His letter is really one of the funniest I have read in a long while, and I am one of those chaps who is helping nature remain in balance by seeing to it that dry rot fungus does not become extinct.

If anybody wants ammunition, they could point out that the production, usage and disposal of a modern plastic boat creates a thousand times more environmental damage than the life cycle of an equivalent wooden one. I think Hughe knows it is a little early to discard Stradivarius violins and other wooden toys, much less the houses we live in. Even Yamaha still makes their best pianos out of wood, and we would be loathe to tear down Japan's favorite pagodas and replace them with the likes of the Stonestown Mall.

Look fellas, Hughe wasn't serious, he was just jabbing at us woodies for being too serious — I hope. Steve Osborn's thoughtful letter just brought up an issue which is not new; that is the responsibilities of private ownership. The destruction of a Van Gogh painting by a Japanese owner would be worth talking about, too.

On a separate subject, I am preparing a pamphlet on the history of the Kneass Boat Works and the boats built by them. I am interested in hearing from anyone who had any knowledge of the Potrero District (of San Francisco) boatbuilder, their boats, anecdotes about the yard, or even people who owned Kneass boats.

I am especially interested in anyone knowing anything about the *Pacific*, Bernard Gilboy's boat, or the *Governor Bradford*, a small Kneass sloop which I now own. I do have a copy of the log of the voyage of the *Pacific*.

Bill Brunot
584-5218
San Francisco

Bill — *Times are tough these days. We can't tell if Hughe was being facetious or if you were being facetious about his being facetious. For all we know, both of you were serious.*

For those readers not familiar with Bernard Gilboy and the *Pacific*, he crossed the Pacific Ocean in 1882-1883 aboard an 18-foot double-ended schooner.

↓↑EXPOSING A NAUTICAL PRICE-FIXING SCHEME

I'm sure there must be some kind of conspiracy going on. Have you ever noticed that when you buy a major piece of equipment for your boat it always costs about \$2,000?

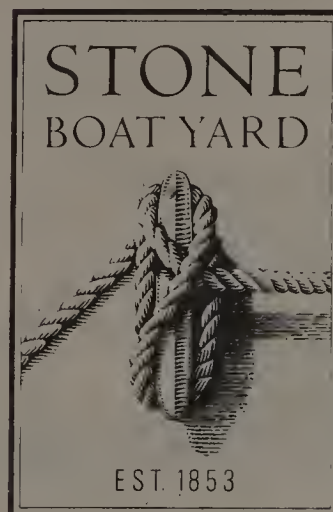
We believe the only way you get to be the oldest boat yard on the West Coast is to be the best. Year after year after year.

If your boat has a real problem no one else has been able to fix, come see us.

If you've got a **big** boat, come see us, and our 500 ton marine railway.

If you've got a classic, come see us. We've got all the fine old tools and the people who still really know how to use them — and we've got all the newest stuff, too, and we know how and when to use it and when **not** to use it.

And especially come see us if you've just got a boat you love dearly, any kind of boat, and want to take her where she'll get the treatment she deserves.



2517 Blanding Ave.
Alameda, CA 94501
(415) 523-3030

★ INTRODUCTORY PRICE ★

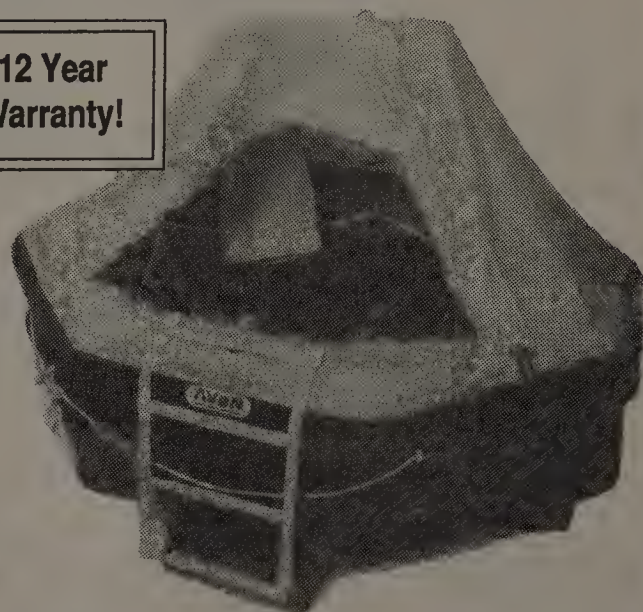
AVON LIFERAFTS

Avon has been the most trusted name in liferafts for over 30 years and survival rates of 117 days have been recorded! For worldwide service and dependability, Avon is unmatched due to the highest quality of components and construction. Avon's new modified ballast system provides improved stability, rapid deployment and a comfortable ride. Other features such as 10 separate air chambers and 100% overload capacity keep Avon #1! An optional double floor protects against hypothermia.

Offshore standard equipment includes: Knife, First Aid Pack, Water, Can Openers, Cup, Bags, Signalling Torch, Spare Batteries and Bulb, Paddles, 2 Parachute Flares, 3 Hand Flares, Mirror, Signal Table, Bailer, Sponges, Sea Anchor, Rescue Quiot on 100' Line, Bellows, Repair Kit, Fishing Kit, and more!

The Coastline Liferaft is a lightweight model designed for coastal operation. While there is no compromise on quality, the Coastline features a reduced inventory of equipment and a single-dual chamber buoyancy tube to reduce weight and size. All Liferafts are shipped via Truck Freight Collect. F.O.B. Irvine, CA.

**12 Year
Warranty!**



OFFSHORE LIFERAFTS

	Floor Area	Weight	Size
4 person Valise	16 sq. ft.	66 lbs.	17"dia.x28"
4 Person Can	16 sq. ft.	19 lbs.	32"x18"x13"
6 Person Valise	24 sq. ft.	16 lbs.	18" dia.x29"
6 Person Can	24 sq. ft.	101 lbs.	33"x23"x11"

COASTLINE LIFERAFTS

	Floor Area	Weight	Size
6 Person Valise	24 sq. ft.	55 lbs.	14" dia.x26"
6 Person Can	24 sq. ft.	69 lbs.	29"x19"x10"

Best Price On The West Coast!

ALAMEDA
2051 Grand Street
(415) 865-3777

JOHNSON HICKS
Marine Electronics

SANTA CRUZ
333 "C" Lake Avenue
(408) 475-3383



The Bay Area's fouling problems can get as tough as those in warmer climates. So you need the strongest bottom paint. Trinidad has more cuprous oxide (up to 75.8%, depending on paint color) for more antifouling strength than any other conventional bottom paint. So it works like nothing else on the Bay.

For information, call (201) 625-3100. Pettit Paint Company, Rockaway, New Jersey 07866.

PETTIT 

A superior way to
keep fouling at bay.



THE BOTTOM LINE ON OUR BOTTOM PAINT: IT WORKS

Berkeley Marina



Gateway to the Golden Gate

Location • Location • Location

Some choice berths are available

— Check With Us First —

Full Service Marina • Full Facilities

Berkeley Marina

201 University Ave., Berkeley, CA 94710
(415) 644-6376

LETTERS

In my case it started with the ProFurl Roller Furling and continued with the electric windlass. Then there was the autopilot and the radar . . . all about \$2,000 each. Something seemed fishy even back then. But then there was the dodger, diesel battery charger, radar arch, inverter, watermaker, liferaft, dinghy, GPS and SSB. Can it be coincidence or did they all get together and decide what we'd have to pay?

All I can say is that at least it saves time shopping around. The next time I want something, there's little doubt what it will cost.

P.S. The rub is that it will take \$2,000 a month out of my retirement budget to keep it all running!

Tim McCormick
Corralitos, CA

Tim — Hey, you missed one! The rates for a personal *Classy Classifieds* in *Latitude* just went up from \$20 dollars to — you guessed it — \$2000!

⇅ ENCRUSTED DISCHARGE TUBES — PART TWO

In regards to Roy Foster's inquiry concerning the gritty, encrusted head discharge tubes [February, page 67], I can assure him that the condition also occurs in cold water. I berth my boat in Washington and have cruised to Alaska on the Inside Passage twice in the five years I have owned her. The water temperature in July is 50° or less. Last year the 1.5-inch rubber hose on the primary head closed off completely. Only by beating the five-foot long hose with a large rock was I able to remove the odiferous scale.

Being a veterinarian, I see a similar condition in male cats. Their urinary tract gets plugged with precipitated urinary salts. The treatment is the same as with boat heads: mechanically unplug the urethra and acidify the urine.

In a boat, the urinary salts are probably combining with minerals in the salt water and precipitating out. I have since replaced the rubber hoses on my boat with smooth-walled flexible PVC hose (the type used on spas) in the hopes that this will delay adhesion.

Prophylaxis with hydrochloric acid or vinegar are probably the way to go.

George A. Peterson, DVM
Crypt Orchid
La Conner

⇅ THE SLOCUM STAMP

The Slocum Society is promoting a Centennial Joshua Slocum stamp in the 1990s, which would coincide with the 100th anniversary of his historic voyage. This effort has been going on since 1988 and needs the assistance of all interested sailors who have been inspired by his feat and the retelling of it in *Sailing Along Around The World*.

Please ask that a Slocum stamp be issued by sending a card to: Citizen Stamp Advisory Board Committee, c/o Stamp Information Branch, U.S. Postal Service, Washington, D.C. 20260-6753.

The Slocum Society is also sponsoring a Slocum Centennial 'Round the World Cruise'; presently there are several boats making the circuit in Slocum's track. Commodore Don Holm in Port Townsend, WA is keeping track of their progress.

Guy D. McCoy II
San Francisco

Guy — Thanks for alerting us to that effort. We can't imagine any sailor familiar with Slocum's magnificent voyage and book not feeling a commemorative stamp is in order.

But lest anyone get too optimistic, very little can be expected of the people who select the stamps that get made. How else can you explain the fact that a group of long-winded, self-aggrandizing millionaires such as the United States Senate currently has a stamp

CAVEAT EMPTOR



Anthony Sandberg
President, OCSC

All sailing schools were not created equal. Olympic Circle's tradition of instructing sailors in the time honored skills of safe seamanship has earned it the reputation as "The best sailing school in the country." Beware of claims that trivialize sailing as something to be mastered in a couple of weekends. Take the time and energy to become competent. In few endeavors is it more important to "Do it right," especially on San Francisco Bay. That's why sailors recommend Olympic Circle to their friends.

FREE BROCHURE

1-800-223-2984

**OLYMPIC CIRCLE
SAILING CLUB**

SAN FRANCISCO BAY

"It's Worth Doing Right"



Official Student And Instructor
Training Facility

#1 Spinnaker Way, Berkeley, CA 94710

THE NEW PORT OF OAKLAND



IT'S MORE FUN

If you're comparing features you'll find the Port of Oakland compares well with the best. But how do you compare fun? The Port of Oakland is close to some of the best bars, restaurants, music and family entertainment in the Bay. If you go boating to have fun you'll have more of it, berthed at the Port of Oakland.

- Dining
- Guest Docks
- Historic Ships
- Quaint Atmosphere
- Permanent Berths
- Fuel
- Shops
- Quiet Weekends
- Nautical Character

Harbor Master – Louise Jones
Jack London's Waterfront
(415) 272-1586



NEIL PRYDE SAILS

**CUSTOM
CRUISING & RACING SAILS**

3020 Bridgeway, Sausalito, CA 94965
PHONE: (415) 332-6167 FAX: (415) 332-6169

DURABLE GOODS



EDgewater 2-2509
300 Industrial Center Bldg • Harbor Dr • Sausalito, CA 94965
Invest in a Tall Ship *The Call of the Sea*. (415) 331-1282



**NOW
RE-OPEN!**
*in Our Newly
Remodeled
Store*

*Lots of
New Titles*

The most comprehensive selection of
maritime books and gifts in San Francisco.

Located with the Collection
of Historic Ships at Hyde Street Pier Across from the Cannery

(415) 775-BOOK

9:30 a.m. - 5:00 p.m. daily

LETTERS

while Elvis Aaron Presley, 'The King', the greatest lounge singer — and perhaps American — who ever lived, still has not received the honor of getting his visage cancelled by hundreds and thousands of postage machines each day. It's a national embarrassment!

⇓IN DEFENSE OF A PAL

As was mentioned in a January letter, the Origo Heat Pal does have some shortcomings, however our use of the unit during this winter prompts some observations that are considerably different than those reported by Paul Cone of San Francisco.

We are spending our first winter here in a Washington state marina just off the San Juan Islands. Our primary heating is supplied by two small electric heaters. Numerous power failures during the coldest weather of the year, however, forced us to rely on our Heat Pal for several periods of up to 20 hours when the outside temperature was as low as 8°. Such cold required the use of the propane stove as well as the Heat Pal to bring the cabin of our well-insulated 41-footer over 60°.

We found that if you fill the Heat Pal, as per the instructions, it takes approximately one-third of a gallon. This will last 10 to 12 hours at full output. We had no problem filling the unit, as long as we were patient and poured slowly and carefully. If a person is halfway careful, wipes off any spilled fuel, then waits 45 seconds before lighting, there is no danger of flash-overs. Naturally, one has to be careful about the ventilation, because the units are not vented. We did notice an odor, but didn't think it was too bad. I estimate the output of a Heat Pal to be closer to 3500 BTU rather than the rated 5000 BTU.

Since alcohol costs about \$10/gallon, which translates to about \$8/day, I consider the Heat Pal too expensive for primary heating. Nonetheless, I think the Heat Pal is an acceptable back-up if one isn't going to be living aboard in cold winters long enough to justify installing a good vented diesel heater.

Bob Carnes
Leilani

Blaine, WA (formerly of San Francisco Bay)

⇓THE ENTREPRENEURIAL SPIRIT

Regarding your coverage of BayKeeper, I applaud your journalistic and watchdog efforts at ferreting out the truth. Michael Herz is, after all, an entrepreneur specializing in environmental-flavored businesses. To wit, his previous business was the Oceanic Society and *Oceans* magazine.

The entrepreneurial spirit is essential to our form of capitalism, but alas, must intellectual honesty always be the casualty of a 'return on investment'? Self-righteousness, indignation, self-aggrandizement and a host of other human foibles seem to muck up what start out as seemingly noble causes.

I hope that journalists, editors and publishers are immune to the human condition.

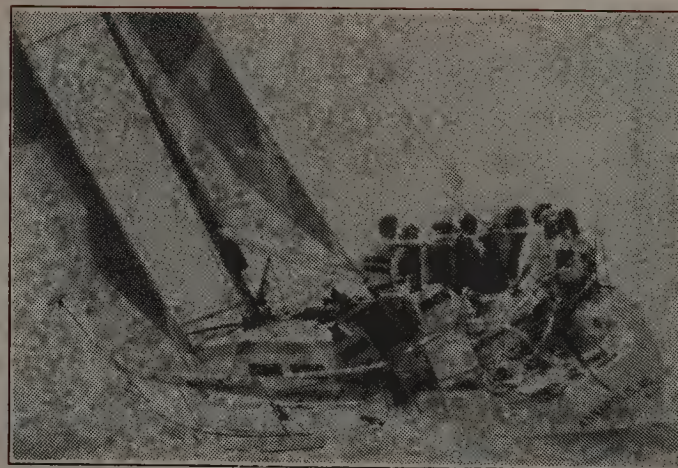
Donald Freeman
Star Time, San Diego

Donald — We're glad to report that your hopes have come true. It used to be that those pure-as-the-driven-snow took to the cloth, but now we've all become journalists, editors and publishers. Not only that, our poop doesn't smell either.

Having said that, we want it made clear that don't have anything against entrepreneurialism in environmental causes — because you're right, that's pretty much what it takes to work in this economic system. The only caveats are that everybody know exactly what the deal is and that mariners are blamed for no more than their actual share of pollution.

⇓A CALMING VOICE FROM THE OUTSIDE WORLD

Try as I might, I just can't find any *Latitude 38s* here in Saudi



*"In this age of
diminished expectations,
it's nice to know
someone isn't listening."*

SAILING WORLD
1990
BOAT of the YEAR
& Reader's Choice

Achieving a true
performance
breakthrough
requires vision.

This vision of Bill Tripp and Carroll Marine has resulted in two new strikingly beautiful and exceptionally fast IMS designs. In just six months the Tripp 36 & 40 have posted runaway wins in such top IMS and PHRF events as NYYC Astor Cup, Solomon's Island Race Week, Chesapeake Bay IMS High Point Trophy, Los Angeles to Cabo San Lucas Race, and Key

West Race
Week. We
invite you to
share our vision.

*The racing
breakthrough
of the '90's*

TRIPP
36 & 40

CARROLL MARINE

For a free brochure of these new designs and current race results, please call Beth Richardson at:

Carroll Marine

(401) 253-1264

91 Broad Common Road, Bristol, Rhode Island 02809



Benicia Marina



266 East "B" Street (707) 745-2628 Benicia, CA 94510

Gateway to the Delta

- ★ Permanent Slips Are Available
- ★ Guest Berths Available — Reservations Recommended

FOR THOSE WHO DARE TO RACE BY SAIL!

Finally! The Ultimate Racing Statement boldly displayed on a "Cotton Rich" white fleece wear.

Made in the USA. This pre-shrunk 9 oz. fleece offers warmth yet is lightweight.

The 90% cotton fiber breathes with its wearer while the double stitched seams insure durability. This high quality garment also offers a generous cut for improved mobility and greater comfort.

This jersey is a must for the competition sailor!

SEND CHECK OR MONEY ORDER ONLY TO: SHIRT \$29.95
FOR RACING SAILORS ONLY SHIPPING & HANDLING \$5.00
POST OFFICE BOX 578930 DEPT. 22 IL RESIDENTS ADD 8% TAX
CHICAGO, IL 60657-8930
(312) 404-2430

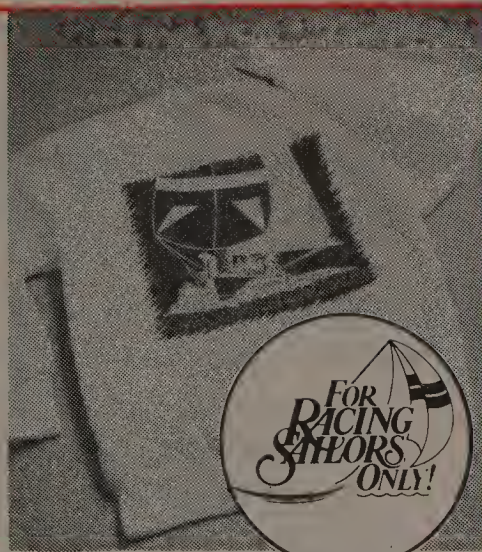
WHITE ONLY SM ☐ M ☐ L ☐ X-L ☐

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

© FRSO 1991 30 Day Money Back Guarantee • 2 - 4 Weeks Delivery



Distinctive Racing Graphic Depicted in Chartreuse, Magenta and Royal Blue on back
Logo Displayed Left Front of Garment in Royal Blue

GLOSS FOR SALE



STERLING

POLYURETHANE COATINGS

An investment in excellence.
A promise of quality.
Unmistakable STERLING gloss.
Demand STERLING—Call us collect today

DETCO

Box 1246 • Newport Beach
CA 92663 • (714) 631-8480

LETTERS

Arabia! Furthermore, the December issues I brought over here are so dog-eared that they've become totally unreadable. Thus I've enclosed a check for a subscription. I need a calming voice from the outside world, saying, "Yes, Virginia, there are large bodies of water and steady breezes!"

By the way, is there any way to get an old 'Boat of the Month' article. I just purchased a Pearson Triton and would really enjoy any affirmation that a good boat is indeed waiting for me.

Skip Baker
Over There

Skip — Your magazines — and the Pearson Triton feature — are on their way. It's our fervent hope that you'll be receiving most of them back here in the States, and get to enjoy reading them in the cockpit of your Triton in the best of health.

↓↑THEY WILL BE ON THE NEXT PLANE

On behalf of our servicemen and women in the Middle East, thank you for donating several boxes of magazines. I picked them up at Stockdale Marine today in Sacramento and assure you they will be on the next plane going over.

Steven Pinney
Sacramento

Steven — It's our pleasure. If you can use some more bundles, we'll be more than happy to provide them.

↓↑THEY'RE POLLUTING OUR WATER

I've always wondered where whales, porpoises, dolphins, sea lions and seals take a crap. If it's where I think it is, has anyone informed them that they're polluting our water?

Perhaps it's time we arrest and fine a few of them.

Sincerely Confused
Oxnard

S.C. — They poop in the ocean, which is really a bad thing for mammals to do. We've tried to convince these species that they can't continue to pollute the oceans, but they just don't seem to be able to understand English.

↓↑A GAME WE CAN PLAY

Okay, let's play truth or consequences! As an analytical chemist who has done his share of water analyses for pesticides and helped pull more than one — many more — chemical off the market because of human or environmental concerns, and as a sailor, here's a few more bucks to help get some facts.

With the water situation the way it is, this is about what I would have paid for a series race here on Folsom, or for a regatta entry. It doesn't look good for that, so this looks like an equally good investment. But all is not lost! I'm lucky enough to crew on the Express 27 *Graeagle*, and will be getting my regular sailing fix on the Bay this year, including the summer YRA series.

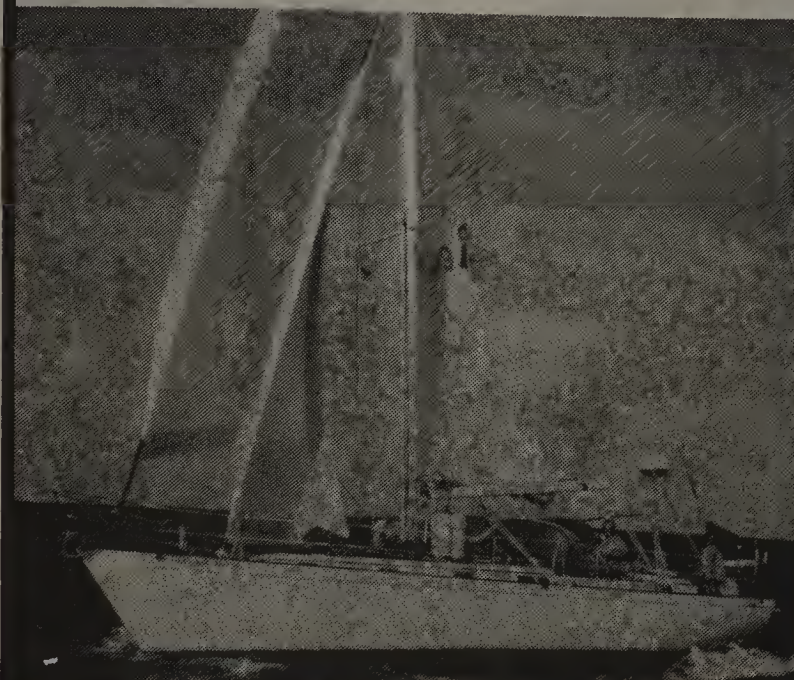
Scott Frederickson
Capri 22, *Irish Aire*
Folsom Lake YC

↓↑STRIKE WHILE THE IRONY IS HOT

It's ironic that the Pearson Triton wasn't included in January's *Best Boats Under 50K* article, because the lead photo of that "roomy, graceful and built like a tank" boat is a *Triton*! No, it is not a Pearson Vanguard the way you identified it.

The Triton is a classic San Francisco Bay boat. Many Tritons were built in Sausalito, and the uniform fiberglass hulls began one-design racing on the Bay as early as 1961. This year our fleet boasts 30 consecutive years of one-design racing on the Bay! Not many fleets can or will beat that record. Tritons have passed the

... and then back home again!



Donna Rose — Peterson 44
Owners: Rudolf & Ilse-Maria Grigoleit

In September, 1986, Rudy and Ilse had us make them a couple of good, strong, roller reefing and furling headsails for their up-coming cruise. They left November 1, 1986 and returned in April, 1990.

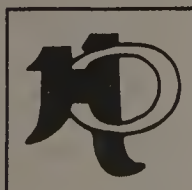
In that time they sailed around South America, then through the canal into the Carribean, and on up to Maine, and then back home again. A lot of countries and places and people!

The sails? We're happy to say they worked well the whole time, both partially rolled up and full size. Repairs? They weren't needed. I guess we made them what they wanted.

HOGIN SAILS

Specializing in cruising sails for 25 years

New Sails • New Covers • Repairs
Recuts • Used Sails



In the Alameda Marina at
1801-D Clement Ave. • Alameda, CA 94501

(415) 523-4388

Mon-Fri 9 a.m. to 5 p.m. • Sat 10 a.m. to 2 p.m.

◆ McGINNIS INSURANCE ◆

THE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

★ EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising.

*If You Don't Know Boat Insurance
Make Sure You Have An Agent Who Does*

(415) 332-0500



McGinnis Insurance Services, Inc. • 10 Liberty Ship Way, #4103 • Sausalito, CA 94965



Leading edge sails
FINEST IN CUSTOM RACING
AND CRUISING SAILS

1125 north amphlett
san mateo ca 94401
(Across 101 from Coyote Point)

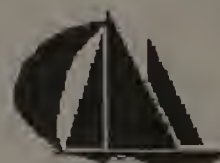
415 347 0795

Grand Harbor Fuel Dock Convenience Store



Beer • Wine • Ice
Deli Items • Sandwiches • Bait

Marine Services
Gas • Diesel
Diesel Dialysis, Oil Change,
Batteries, Hardware, Pumpout



We are open 8 a.m. to 6 p.m. everyday

Call 521-FUEL

2099 Grand Street, Alameda, CA
Opposite Coast Guard Island

LETTERS

test of time on San Francisco Bay.

In 1987, the Triton was voted coastal cruiser of the decade by, pardon my French, *Sail* magazine. Tritons have a national organization with rotating national regattas. The photo in the article was from the 1987 National Regatta held here on the Bay. How many other fleets have a working national organization?

The Triton fleet has graduated many local fleet champions and has a place of respect in the hearts of many Bay racers. How could you forget us? Please say you're sorry.

Tom Newton

Commodore, Triton One-Design Class of San Francisco Bay, Inc.

Tom — Ah hell, we're sorry.

↓↑ IS THERE A SAN FRANCISCO TRIANGLE?

While accompanying a friend as guest on what turned out to be a weekend motorcruise aboard *Sugar Bear*, a Morgan 45, from Marina Bay to Half Moon Bay and back, the following events took place:

On January 19: Departed Marina Bay at 0730. At 1056, the engine quit mysteriously. At 1118, the engine was restarted, the cause of the shutdown having not been determined.

Then on January 20: Departed Half Moon Bay at 0730. At 1103 the engine quits mysteriously. At 1124 the engine is restarted, cause of shutdown having not been determined.

So on the first day the engine mysteriously quit after 3 hours and 26 minutes, and on the second day it mysteriously quite after 3 hours and 33 minutes — a difference of just seven minutes!

The engine was down for 22 minutes the first day and 21 minutes the second day!

The first breakdown occurred 16 minutes after passing Buoy #2, while on a heading of 148M at 5 knots. The second breakdown occurred 21 minutes short of Buoy #2 while on a reciprocal course and at 5 knots. This means we were 1.33 nautical miles from the buoy on the first day and 1.75 miles from the same buoy on the second day.

Thus the breakdowns not only occurred at the same approximate time of day, the engine was down for the same time, it happened after the same amount of engine operation, occurred in the same geographical location, which was approximately halfway between Richmond's Marina Bay and Half Moon Bay. The location also coincided with the edge of a charted dumping ground.

(Hum an eerie melody at this point.) Is this the San Francisco Triangle?

Ray Catlette
Vallejo

Ray — If you'll take a moment to check your engine, we're certain you'll find that it was manufactured in Mexico. So no big mystery — it was just taking its daily siesta. The only coincidence was that you happened to be in the same place at the same time two days in a row.

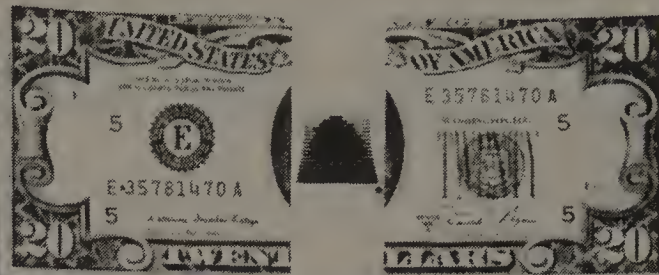
↓↑THERE'S MAGIC IN ANY VESSEL

Blood and thunder! Avast, ye sons of bachelors and all ye who wouldst harden and yea, even agree with that nauseating wad of nautical ignorance put forth as a letter by Mr. Hughe Janus, and finely labeled as a "gratuitous broadside" by *Latitude's* fearless and discriminating editors.

Here we have Janus decrying other "bad taste" while cramming his own dubious flavoring down the readership's gullets. Yecch! Aargh! A pox on ye, man!

As the owner and captain of two boats, one of trees and one of dead dinosaurs and sand — think about it lads — I say there's magic in any vessel should a proud owner find her.

Strike me mad, but the fastest boats in the world are wood, aye,



IN STOCK AND READY FOR IMMEDIATE DELIVERY.

"Our national marine financing experience will quickly and efficiently put you in the boat you want."

Maryland National Bank has the money you need in stock for the boat you want.

- 24 hour turnaround on loan request
- Loans for **new** or **pre-owned** vessels
- **Refinance** your present boat loan at a lower interest rate
- No points
- No balloons
- Competitive rates and extended terms
- No prepayment penalties
- Complete documentation handling
- National financing experience

Ask about our

SPECIAL low monthly payments

TO APPLY TODAY, CALL

1-415-522-7739



MARYLAND NATIONAL BANK

1(800)447-7739

1070 Marina Village Pkway

Suite 101

Alameda, CA 94501



Yacht Insurance

Sail & Power Boats 26-ft and Up

- ★ Private Pleasure Yachts ★
- ★ Skippered Charters ★
- ★ High Value
Yacht Specialists ★
- ★ World Wide Coverages ★
- ★ Direct with Lloyds ★
- ★ Ocean Crossings ★
- ★ Mexican Yacht Insurance ★

Agent for the
CLASSIC YACHT ASSOCIATION
and for the
MASTER MARINERS
BENEVOLENT ASSOCIATION

CAPITAL WORKSHOP INSURANCE AGENCY

PEGGIE FOSTER
GRACE LOONAM
456 Montgomery Street
Suite #1000
San Francisco, CA 94104

(415) 981-8200



BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY



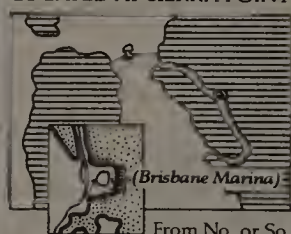
- ★ Deep well marked entrance
- ★ Private restroom & showers
- ★ All concrete construction
- ★ 24 hour security

PROTECTED WATERS

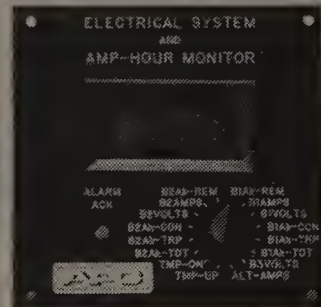
COME IN AND INSPECT OUR
MODERN FACILITIES.

SLIPS ARE AVAILABLE TO 66FT.
FOR MORE INFORMATION CALL
OUR HARBORMASTER'S OFFICE
AT (415) 583-6975

LOCATED AT SIERRA POINT



From No. or So.
on Hwy 101 take the Sierra Pt.
Pkwy Marina Blvd. exit.



A FAST, FULL CHARGE

With your alternator, or one of our high-output alternators, the Automatic 3-Step, Deep-Cycle Regulator provides a fast, full charge and extended battery life. Volt and temperature sensing at the batteries yields a correct charge in hot weather or cold, with or without isolator diodes. Your savings in engine hours and fuel will quickly recover the low cost of the system. The 3-Step Regulator regains untapped capacity from your batteries and allows longer periods between charges. Battery overcharges are eliminated. Get out of the Dark Ages and give your deep-cycle batteries a deep-cycle charge the 3-Step way.

ALTA MARINE ELECTRONICS

*Specialists in Complete Marine Electrical Systems Ideal for Liveaboards,
Long Distance Cruisers, Racers.*

We offer sales, service and installation of a complete line of electronics, autopilots, SSB, radar and more. We distinguish ourselves by providing complete, integrated systems and unmatched reliability.

**ALTA MARINE
ELECTRONICS**

2515 Santa Clara Ave., Suite 103
Alameda, CA 94501
(415) 533-9248

LETTERS

and two-hulled beasts at best. Ain't that peculiar, Mr. J/24? Do I hear ye selling that slug to grab a ride on something that's really fast? Ah! Ah! It's all relative, son. Different fishermen like different fish.

And by what measure is modern technology vastly superior? The disastrous Fastnet Race was no milestone. Galvanized rigging outlasts stainless. Wood masts rot while aluminum fatigues and corrodes. Fiberglass embrittles with age, delaminates, gets blisters, fatigues and is awful to work with. Wood gets rot, worms, weak fasteners, cracks and crumbles. No technology can hide ignorance and poor craftsmanship. And no yacht can put up with "winter of neglect" for very long.

Come down from your spinnaker block, Mr. Janus, there's room for us all. The wooden boat savers, the plastic racers, the rushers and the doers, the sleepers and the dreamers. To dismiss any group is to miss some fine people. So come join the party!

Cap'n Wood
Belmont

FROM DINGHIES TO THE OSTAR

A while ago you ran a series of letters about favorite sailing books. One of my favorites is *Blue Water, Green Skipper*, by Stuart Woods. It's the story of how Woods progresses from racing Mirror dinghies in Ireland to do the 1976 OSTAR. He's a male chauvinist of the first degree, but if you can get past that, he tells a good tale. The cool thing is that he made the transition from dinghy racer to ocean racer in one year. Wow!

P.S. Cook didn't take on 10 tons of wine, but 10 *tuns*. The latter is a cask of wine, usually made of wood, that contains about 250 gallons of the liquid.

Alan Hebert
Palo Alto

COOK WAS WELL-LIKED BY HIS CREW

Mike Wilson aboard *Bries* commented in your January issue that Captain Cook shipped 2,500 gallons of wine in Spain before setting out on his third Pacific exploration. While Mike thought this might have been excessive, *Latitude* commented that it seemed like it may have been "cutting it thin."

Mike apparently didn't have a copy of the initial provisions shipped in England. Cook was well-liked by his crew and the following provision list for Cook's second voyage aboard the *Resolution* (94 men) may enhance our understanding of what is required to look for mythical continents.

For the *Resolution* only:

Beer — 19 Tons or approximately 4,750 gallons.

Condensed Beer — 9.5 barrels, which when diluted equals 3,590 gallons.

Wine — 642 gallons.

Rum & Spirits — 1,397 gallons.

In addition to the above, Cook's sailing instructions always allowed him to stop in Spain for additional wine. The *Resolution* split with the *Adventure* an additional 4,000 gallons of Madeira wine on this trip. Cook indicated that the total represented two full years of provisions but excluded what the officers and gentlemen provided for themselves.

The basic provisioning would allow each man a daily allowance of approximately one pint of beer, five to six ounces of wine and two to three ounces of rum or spirits (although I believe the rum was not a daily ration).

It should be noted that the second trip lasted about nine months longer than initially provisioned for, but the good captain was experimenting with two types of distillation on board, one was for fresh water and the other — well, I think you can guess.

Most of the above information comes from *The Explorations of Captain James Cook in the Pacific*, by Dover Press.

BALLENA BAY

YACHT BROKERS



Member BUC
Yacht Sales Network
The fast, convenient way
to buy or sell your yacht.



C&C 29, 1986

One of C&C great designs!
A great step up to a comfortable cruiser/racer.
Lease/purchase possible.
Just reduced to \$42,500.



PEARSON 30, 1985

A very nice, clean, comfortable
performance cruiser for the family.
Diesel, electronics, H/C pressure water.
\$44,000.



ISLANDER BAHAMA 30

One of Islander's great boats.
This one's clean and comfortable.
Wheel, spinnaker gear.
Asking \$27,000.



HUNTER 30, 1979

Clean, fun and a pleasure to sail.
Yanmar diesel. Perfect family weekender.
Great value at \$29,500.



GULF 32 PILOTHOUSE, 1982

This rare find has it all. Epoxy bottom, diesel
power, SatNav, autopilot, radar, stereo, and is
loaded with many factory options. Roller
furling plus storm jib, 110 and 160 drier.
\$56,000.



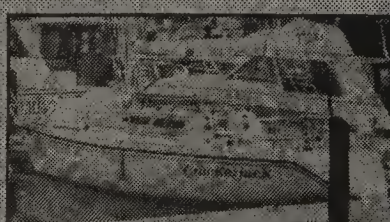
HUGHES 35, 1979

This quality Canadian performance cruiser is
very well equipped. Diesel power, autopilot,
DS, VHF, 4 sails including 100, 150, storm.
\$49,500.



PEARSON 36, 1985

Spacious, lively, well designed family
performance cruiser.
A great value at \$79,500.



CUSTOM NELSON/MAREK 36

'82. Hot Berths built aluminum IOR racer,
highly acclaimed with very impressive race
record. Clean. Fire sale price \$25,000.

1150 BALLENA BOULEVARD SUITE 121
ALAMEDA, CA • (415) 865-8601

Are You Unhappy With Your Insurance Rates?

We'll protect your boat from almost anything
that comes up – At great rates.

Ask for Alan Quan • Home appointments available

Allstate

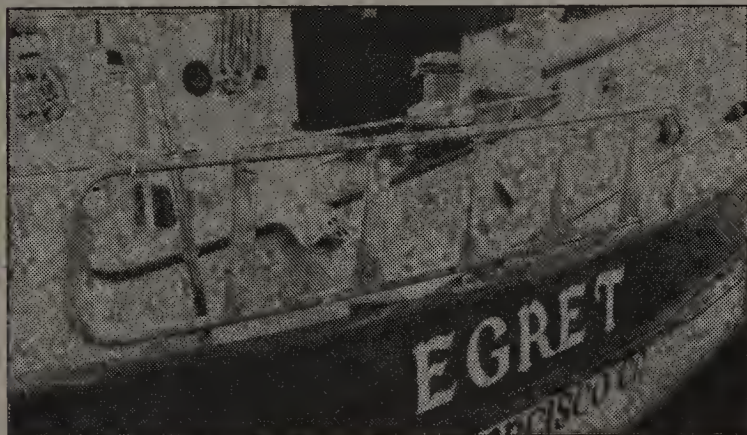
Allstate Insurance Company

(415) 498-5900



RAILMAKERS

SAN FRANCISCO BAY INC.



STAINLESS CRUISING SOLUTIONS: LADDERS

Ladders, like anchors, become critical as docks fade away astern. Comfortable dinghy boarding, swimming and man overboard safety are all handled by your cruising ladder.

The transom often presents a good surface for a ladder but conflicts with boat name, lights, self steering equipment, etc., can make this spot a difficult place for a ladder. Amidships is a naturally accessible and stable boarding spot. A ladder placed here can be a plus.

Our midships ladder:

- Deploys with a toss
- Does not rattle or flex
- Has stainless flat treads
- Submerges 2 1/2-3' for easy use
- Stores out of gate area
- Is constructed of T316L stainless steel

1924 Willow St. at Clement, Alameda, CA 94501

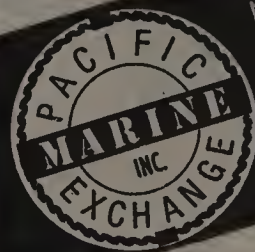
(415) 521-8966 • Fax (415) 521-0962

FULL SERVICE MARINE STORE

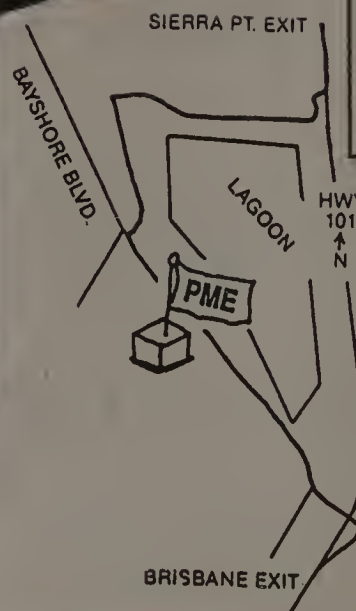
OPEN 6 DAYS 8:30-6:00

CLOSED

WED.



New Used Hardware • Supplies
Sales • Service • Consignment
3866 Bayshore Blvd.
Brisbane, CA 94005
(415) 468-4422



Rigging Lifelines Swaging

- Instruments, Electrical, Machine & Pump Repair
- Custom Woodworking
- Stainless & Aluminum Fabrication & Welding
- Used Sails & Consignment Merchandise
- Teak & Mahogany Lumber
- Marine Plywood
- CNG Exchange

LETTERS

Captain Cook was a great navigator/explorer. One of our favorite ship's log excerpts is from *Endeavor* in August of 1790, giving Captain Cook's impression (as the first European visitor) of the natives living on the eastern Australian coast:

"They are far more happier than we Europeans; being wholly unacquainted not only with the superfluous but the necessary conveniences so much sought after in Europe, they are happy in not knowing the use of them. They live in tranquility, which is not disturbed by the inequality of condition: the earth and sea of their own accord furnishes them with all things necessary for life, they covet not magnificent houses or household-stuff. They live in a warm and fine climate and enjoy a very wholesome air, so that they have very little need of clothing and this they seem to be fully sensible of, for many to whom we gave cloth to, left it carelessly upon the sea beach and in the woods as a thing they had no manner or use for. In short, they seemed to set no value upon anything we gave them."

Bill & Betty Harlow
Star Tracer
North Palm Beach, Florida

↓↑WHEN A 'TUN' IS NOT A 'TON'

I expect you'll hear from a number of readers about the subject of "10 tons of wine." At approximately 230 gallons of wine per ton, this would indeed be a generous supply. But in the archaic language of those days, wine was often stored in casks of 252 gallons. The casks were called 'tuns'. In either case, the amount of wine is about the same. Webster's *New World Dictionary* defines a 'tun' as a large cask for wine or beer of usually 252 wine gallons.

Even though I am a diesel trawler type, I have been enjoying *Latitude* for about six years. I gain much useful information from the publication; about the only parts that I don't read through are those on sailing competition. While we do all of our cruising in the Delta and Bay, the tales of the trials and experiences, the technical advice of others, the *Letters* and *Sightings* sections are most enjoyable and helpful.

Jack R. DeWitt
Stockton

Jack — You're correct, a number of other readers did write to point out that a 'tun' is not a 'ton'. Among them were Rear Admiral James B. Klein of San Francisco, Ed Aespach of Duluth, MN, and Ernie Copp of Long Beach and Bonners Ferry who wrote: "But, either tuns or tons, I'm sure Cook ran out before the trip was over. I have spare parts I've carried for 18 years, but I sure don't have any whiskey that old."

The one with the most definitive information, however, was Hugh Lawrence of Sausalito. He explained that the profession of Imperial gallons is as follows: Kidlerkin — 18 gallons; Barrel — 36 gallons; Puncheon — 72 gallons; Butt — 110 gallons; and tun, which is 210 gallons.

↓↑THE MAIN SOURCE OF ELECTRICAL POWER

I would like to express my thanks to Bill Hollibaugh of Holly Solar Products of Petaluma. Almost two years ago I purchased a Sovonics 37-watt flexible solar panel, which served as the main source of electrical power on our Santana 30 *Tiare* during our recent year cruise to Hawaii. A saltwater leak eventually caused the panel to short out during the return trip. Bill was able to get the panel replaced under warranty. (The newer design is supposed to prevent such problems.)

Bill's help and timely assistance was super, and I highly recommend him for those seeking solar-products.

Mike Bossert
Sacramento



THE BOATYARD THAT KNOWS HOW



Three marine railways for gentle care of your boat.

For **BIG** boats and your boat.

The advantages of an Oceanic haulout?

- **Confidence** — Once it's hauled you know we have the skills to repair whatever comes up.
- **Turn around** — It's spring; you don't want to wait. Bring it to Oceanic, and we'll have you sailing in no time.
- **Pickup** — You needn't miss a day of work or play delivering her to the yard; we'll pick her up from your slip.
- **A Firm Estimate** — It's only right.
- **Personal Attention** — We don't just work for you, we work with you so you know what's happening every step of the way.

— FACILITIES —

- 3 Marine Railways
- Indoor Shed
- Machine Shop
- Crane
- Woodworking Mill
- Docks
- 125 Ton Capacity

— SERVICES —

- Rigging
- Fiberglass Repair
- Blister Repair
- Towing
- Mobile crew for work at your slip
- Specialists in marine sanitation systems
- Complete Engine

OCEANIC BOATWORKS

1899 Dennison, Oakland CA 94606

(415) 533-5272

2 blocks from West Marine

EVER TRY ROWING?

It's the best aerobic exercise you can find. No strain, no pounding—just a gentle rhythmic workout for chest, back, arms, stomach and legs. Fitness is fun on the water. Call and let us mail you a copy of a colorful new booklet that tells all about it.

POSITIVE STROKES ROWING

featuring

• Alden • Trimline • Maas Shells

Sales

Rentals

Instruction

Storage

(415) 523-9713

Ballena Isle Marina • Alameda

P.O. Box 2705, Alameda, CA 94501

Ask About
Our
Introductory
Specials



*Oyster Cove
Marina, Inc.*

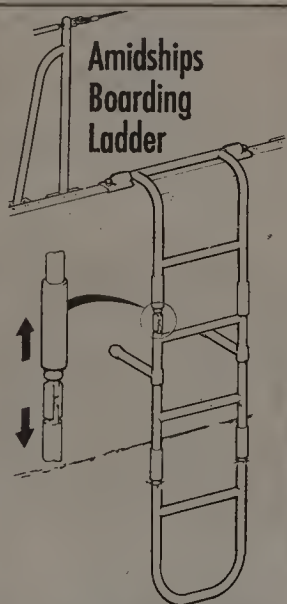
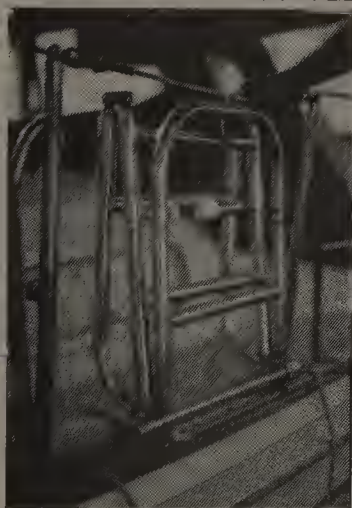
**Berthing at Oyster Cove Marina
makes boating easier, more
convenient and more enjoyable**

- Berths 30-ft to 60-ft
- Water, Electricity and Telephone
- Heated Dressing Rooms and Showers
- 7 Day HarborMaster Office
- Double Finger Concrete Slips
- 24 Hour Security Patrol
- Laundry Room
- Complimentary Ice
- Magnetic Card Entry

LIVEBOARD BERTHS AVAILABLE

(Limited Number)

**385 OYSTER POINT BOULEVARD
SOUTH SAN FRANCISCO
(415) 952-5540**



Amidships
Boarding
Ladder

Constructed entirely of polished marine grade stainless steel for superior strength and corrosion resistance. Extended it serves as a swimming ladder as well as for dockside and dinghy boarding. It folds twice to become a compact unit which secures to lifelines or stows in the lazarette. An innovative locking system assures strength and safety.

METAL DESIGN INCORPORATED

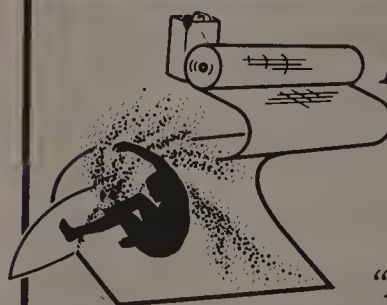
RD 2, Box 142, Stonington, CT 06378

LOCAL (203) 535-1355

CONN. (800) 552-1355

NATIONWIDE (800) 535-1355

Manufacturers of
quality custom stainless steel
Marine Hardware



**MONTEREY BAY
FIBERGLASS**

"ITCHING FOR FUN"

Wholesale

Retail

no minimum order

**Complete line of reinforced
plastic materials**

- Resin
- Epoxy's
- Mat. Roving. Cloth

SYSTEM THREE

**Distributor for "Clark" surfboard blanks
and sheet foam. Experienced consulting
in all phases of reinforced plastics.**

**SERVING ALL YOUR NEEDS FROM OUR NEW
EXPANDED FACILITIES:**

1071 G 17th Avenue
Santa Cruz, CA 95062
(408) 476-7464

314 West Depot
Bingen, WA 98605
(509) 493-3464

LOOSE LIPS

Ten years after.

Overcome by one of our periodic fits of nostalgia, we pulled out a March 1981 issue of *Latitude* to see what was happening around the Bay a decade ago. Greg Quilici's Farr 30 *Antipodiste* was featured in the always-fun Pineapple Sails ad; Sutter Sails ran a full page noting that *Wanderbird* was sailing again after 35 years; and J/36s, Ericson 36s (remember *Rooster Cogburn*?) and the 33-ft Tiffany Jaynes were the hot new boats.

Bernard Montessier was lecturing locally; Hank Easom had just given a well-attended tide talk at the Bay Model; and Tom Blackaller was off at the SORC sailing the soon-to-be-controversial *Serendipity 43 Louisiana Crude* (which was thrown out after the fact for rating irregularities). Feature articles included the saga of Jim DeWitt's recently relaunched *Sandpiper* (which also graced our cover), the BOM was the Nordic Folkboat, the usual cruising chronicles (Yelapa, Morro Bay), and the lowdown on the talented young *St. Francis VII* six meter crew (all were under 24 years old back then: skipper John Bertrand, Paul Cayard, Craig Healy, Ken Keefe and Steve Jeppeson).

Andrew Urbanczyk, whose name was once described as "a typo waiting to happen", ranted and raved about the "art and metaphysics of cooking at sea". And, of course, Max Ebb and Lee Helm were flirting again on the ferry, talking this time about "wave group velocity" and some other esoteric mumbo-jumbo. Seems like only yesterday, doesn't it?

Pride and joy.

There's a new boat down at 'Hank's Hobby Shop' (formerly Easom Boatworks) in Sausalito, and she's a beauty. Not that proprietor Hank Easom needed another boat — he already owns the famous 8-Meter *Yucca*, an Etchells 22, the trawler *Joy* (named after his wife), a Laser and an El Toro — but he did need a winter project.

Accordingly, he sent away for some plans (a 'Megan' 10-foot sailing dinghy designed by Headwater Boats in Washington) and broke out the tools. In mid-February, the little *Pride* ("my wife came up with the name") rolled out of the shop, the first new boat built at Easom's since 1982. Constructed of bruynzeel plywood using a "stitch and glue" method, the beautifully finished yacht gleams with white paint and varnish. "She sails well, too," claimed Hank.

"I'd rather be a failure at something I enjoy than a success at something I hate."

— *george burns*, who turned 95 in January

Power sailing.

The mission was clear: I wanted the fastest ocean-going 40-ft shorthanded boat in the world. Faster even than my previous boat, *Wind Warrior*, a 48-ft Morelli catamaran, which I'd sailed to first to finish in the TransPac, Ensenada and Farallones races. Now I was in search of another record setter, this time trailerable, containerable and with a real cabin instead of coffin-size berths in each hull.

After looking in Australia, Europe and both coasts of the U.S. — I even considered making an offer on one of the *Stars & Stripes* catamarans in San Diego — I ended up going back to R.D. Boatworks, which built both *Wind Warrior* and the *Stars & Stripes* catamarans. Many of the same team members were recruited for my new boat, a 40-ft carbon fiber trimaran. Since the Pacific would be her main playground, I decided to name her after Captain Cook's ship, and *Endeavor* was launched in late August.

The radical new design had little problem finding some great sponsors: Lewmar supplied hydraulics, ports, hatches and of course, winches. Baltek Duracore supplied the balsa core. Even Yanmar chipped in with outboard engines — two of them.

Lots of tweaking followed. I went through four different rudder and foil systems, ending up with a Formula 40 rudder. Then it was up to San Francisco for the ProSail series. No tris allowed, but the unofficial



YACHT INTERIORS AND EXTERIORS

CUSTOM DESIGNS

by

SHELLEY S. SHOEMAKER

432 North Canal Suite 20 So. San Francisco

415/ 952-4722

Free Written 90-day Quotations

COCKPIT CUSHIONS ENCLOSURES
SAILCOCKS BAGS BIMINIS
SAIL REPAIR RODGERS
FRAMES AND HARDWARE

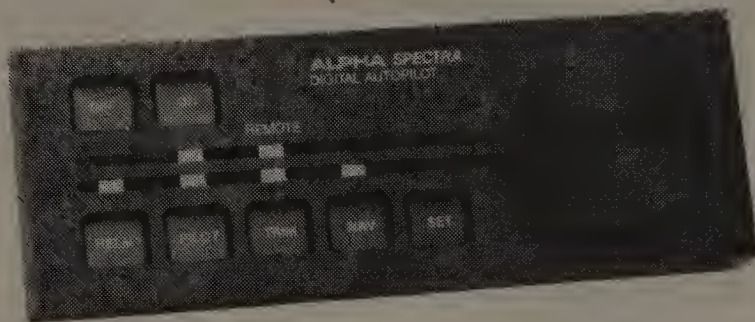
BEST INTERIORS IN TOWN

INTERIOR CUSHIONS AND CURTAINS

Quality is my best advertisement

TUES-SAT 8:30 - 5:00

An Autopilot Should Be Seen . . . Not Heard!



*The Pilot of Choice
for Many
Singlehanded Sailors.*

- Quiet
- Dependable
- Low Current

WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH PERSONAL, INHOUSE TECHNICAL SERVICE.

RICH WILDE'S **CAL-MARINE**
ELECTRONICS CORPORATION



SALES •
SERVICE •
INSTALLATION •

PIER 19, THE EMBARCADERO
SAN FRANCISCO, CA 94111

(415) 391-7550



Rogers Electronic Services



Whether you're going North or South
you still need fresh water.
Be independent!

Standard HRO Watermakers

**HRO
SYSTEMS**
A DIVISION OF
**Standard
Communications**

Models provide from 150-1320 gallons per day

- *Easy to operate
- *Modular for ease of installation
- *Full line of accessories including:
 - Remote control
 - Oil/Water separator
 - Maintenance kits

Authorized Dealer



Marine Electronics and Electrical
SALES • SERVICE • INSTALLATION
(415)924-5366

Call for Pricing

HOT WHEN IT'S NOT

Enjoy fall, winter, and spring cruising by installing a Scan Marine forced-air heating system. These systems keep your boat warm, dry, and comfortable. We have all the advantages: Factory-trained service, easy installation kits, low power drain and low prices. When it comes to heating systems, we're HOT!



We also feature kerosene forced-air heaters (Wallas and Thermic), and propane forced-air heaters (Remotron).

ARDIC

- 041-D by Volvo
- 14,000 BTU
- 70 cu. ft. per minute of air
- Heat exchanger of stainless steel
- Optimum Operational Safety
- 2.5 Amp Battery Draw

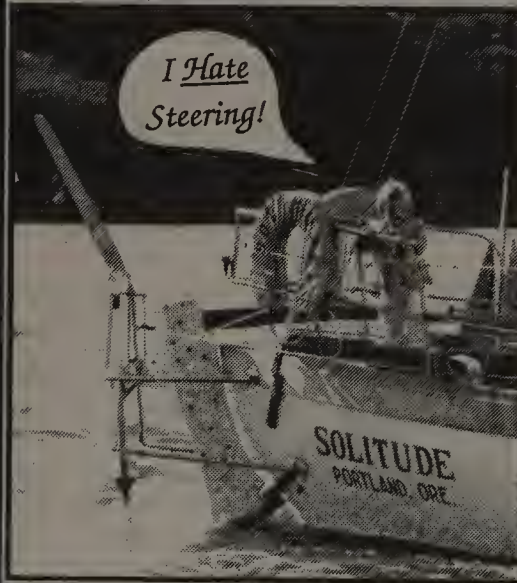
(206) 285-3675

FAX: (206) 285-9532

**SCAN MARINE
EQUIPMENT**

2144 WESTLAKE AVE. N. SUITE D
SEATTLE, WA 98109

WE SPECIALIZE IN SELF-STEERING



SCANMAR manufacturers three vanes, each using a different principle and suitable for different boats and steering systems:

The **MONITOR**.
All stainless steel servo-pendulum gear. Outstanding in last BOC.

The **auto-helm**
Auxiliary rudder with a trim tab

The **Saye's Rig**!
Trimtab on the main rudder

In addition, we sell the French NAVIK, which is a double servo-pendulum gear. Our files contain thousands of installation drawings, photos and feedback from 20 years experience. Our advice is the part of our package that does not have a price tag and it may be the most valuable part. If you cannot visit us, you should write, call or fax information on your boat and your cruising plans. We might have photos and installation drawings from a sistership. Our free 22-page "crash course" on self-steering will help you understand this part of sailing that is so confusing to many sailors.

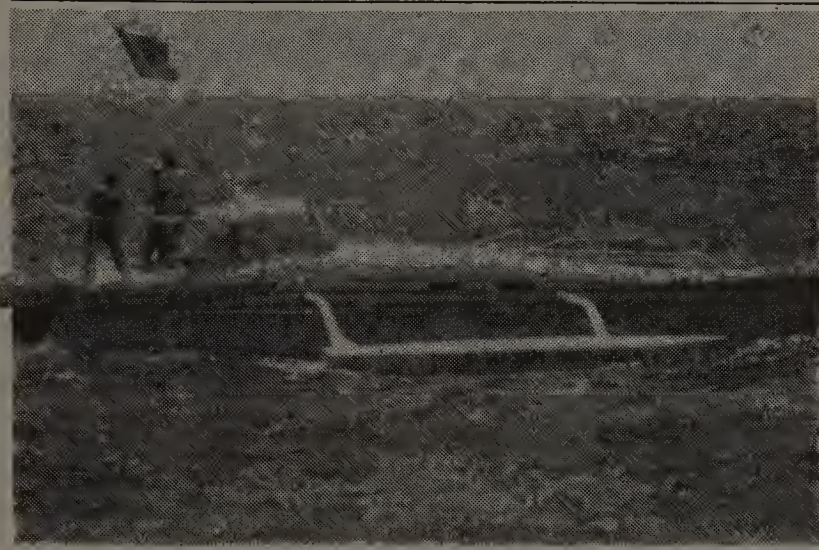
Factory
Direct

**SCANMAR MARINE
PRODUCTS**

298 Harbor Drive, Sausalito, CA 94965
PHONE: (415) 332-3233 FAX (415) 332-0957

LOOSE LIPS

sparring was fun. Then came the first ocean test to Los Angeles, followed by more modifications. On a November run to Hawaii, the boat averaged 10.4 knots despite poor winds and lots of beating. It was a record for a 40-footer, but slower than *Wind Warrior*. Damn! At the Kenwood Cup, it really came together. The only time the maxis could get us was upwind in over 20 knots of wind and big seas. The



'Yamaha Endeavor'.

sleds could only beat us in heavy downwind surfing. In light air, I was totally unbeatable, often hitting three times the windspeed. My secret: a light, built-right trimaran and strategic use of auxiliary power. Actually, I use my engines all the time. But to make it fair, I don't use sails.

In fact, *Endeavor* is powered solely by twin 54-horse diesel outboards. About now you're probably wondering how the hell I got in *Latitude 38*. Well, my first home is San Francisco. But more than that, the entire project was designed by sailors, built by sailors, and sailed by sailors — with a racing sailor's attitude. And if you're in a suitably stretchable frame of mind, the boat is even 'sailed' much like a wind-driven boat, it's just that the "sails" are beneath the water rather than above it. Check it out:

My rig (the twin Yamaha outboards) is constantly being adjusted — up and down from a quarter inch to 2 feet; and raked fore and aft, often staggered unequal. It's like sailing a schooner, then a ketch, then a sloop, yawl or cutter. To 'reef', one rig is simply jacked out of the water. My 'sails' (the props) are changed often and I have a full inventory for each 'point of sail' and each wind condition. Too, they have the same shape and relationship as sails. For downwind surfing, I have three 'spinnakers' — full-cut props — per rig. For dead downwind, my fullest-pitch props are used. For broad reaching, I use slightly less pitch. For closer 'reaching' or flatter seas I use a flatter pitch prop, and 'beating' uses the flattest of all — my 'blades' really are blades! I can even 'luff' my 'sails' — except with propellers it's called cavitation.

Of course, there are a few differences. My sails don't provide any shade, for example. But they don't slat in a calm.

All in all, when I talk about my trip from San Francisco to Sydney powered solely by my Yanmar diesel outboards — I make no bones about saying I sailed the whole way."

— steve shidler

Editor's note: Steve called just before this issue went to press to officially announce plans to take part in the 'Around the World in 80 Days' Challenge in 1992. Although originally intended as a sailing competition, there's apparently now interest in forming a 'most efficient boat' (least fuel used) class. Says Steve, "Yanmar Endeavor will be there!"



Larsen Sails inc.

Designed for Speed — Engineered for Durability



"There are lots of good sailmakers on the Bay but....."

I've worked with many sailmakers throughout the years but have stuck with Larsen for the last four simply because we've been successful and they give you unbeatable service. Computers, good design programs, plotters are all a given today but what has really stood out for me is their attention to the customer. It is impossible for a sailmaker to know what's right for each boat unless they are willing to take the time with the customer and listen to their needs, goals, intended race schedule and see the boat and sailing style. That brings up really perhaps the most important difference, Larsen listens.

In the final analysis, they design the sails but I know before they start they really have a good idea of what I want and what I am expecting. Having the technology is great but what's really been important for me is to be able to sit down with a guy and tell him what I need. The bottom line is I've been very happy with the results of the last four years and we're off to a great start with our new program on 'Bang'."

Max Gordon

The requirements are different, the choice of sailmaker is the same. LARSEN SERVICE!

Santa Cruz

Bob White • David Hodges
(408) 476-3009 • (800) 347-6817
FAX 408-479-4275

Monterey
Jim Womble
(408) 372-8666

San Francisco
Bruce Powell
(415) 236-4300

Stockton/Delta
Pat Brown
(209) 838-3285

NOBODY BUT NAVICO BUILDS A BELOW-DECKS AUTOPILOT THAT ANYBODY CAN INSTALL.

Our Powerpilot PH8000 brings you all the benefits of a hydraulic autopilot, in a package that makes do-it-yourself installation easy!

For nearly a decade, Navico has been making "world class" autopilots. Now, only Navico offers the PH8000, a breakthrough in sophistication, ease of use, expandability and do-it-yourself installation. Our fully illustrated and detailed installation manual, some basic tools and a little bit of free time are all you need to install this autopilot yourself! The PH8000 even has its own installation "self-check" to be sure you've done the job right!

Nobody Steers You Better

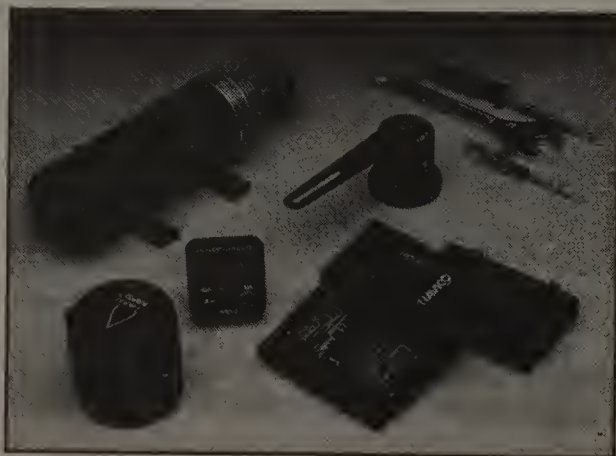
The sophisticated software of the PH8000 adapts to virtually every kind of powerboat with hydraulic steering. If your boat is between 18 and 45 feet, with single or dual outboard or inboard power, this is the pilot you can depend on.

Sophisticated, Yet Simple

No other autopilot offers this kind of sophistication and simplicity of operation. Just come to course; press the "auto" button and the PH8000 takes over. The Powerpilot is so advanced, it progressively "learns" the behavior of your boat and maintains course regardless of wind, waves, or even a disabled engine.

Fully Expandable

Point-to-point, coastal cruising or sportfishing. Whatever your style of boating, the PH8000 is the ideal autopilot. You can also add a second control head PC8000 and the unique multi-



function hand programmer HP8000 for total flexibility. And, our control head is a compact 2 1/2" square, for a neat, custom-console look, styled to blend well with standard factory gauges.

Optional Hand Programmer

Our HP8000 hand programmer is the ideal pilot controller. It's fully weather and shock proof, with more added functions and features than any other remote available, at any cost. Features such as: 3-line digital display, Loran interface, off course alarm, automatic compass calibration, 9-course memory and more! Non-volatile memory retains courses and calibrations even with the power off.

Service & Factory Support

Navico offers a 2-year parts and labor warranty, guaranteed 48-hour service and telephone installation or operation advice from qualified service technicians. Nobody but Navico backs their autopilot better after the sale.

Nobody But Navico

The PH8000 Powerpilot will convince you that nobody but Navico offers you more in an autopilot, and nobody makes installing an autopilot easier. In fact, the hardest thing about installing the PH8000 might just be convincing your friends that you did it yourself!

Standard equipment includes:

JB8000 Processor/Junction Box • HS8000 Heading Sender
• PC8000 Control Head • PU1 Hydraulic Pump • FBI Feedback Unit.

West Marine Price \$1,199.00

HP8000 Hand Programmer \$ 299.00

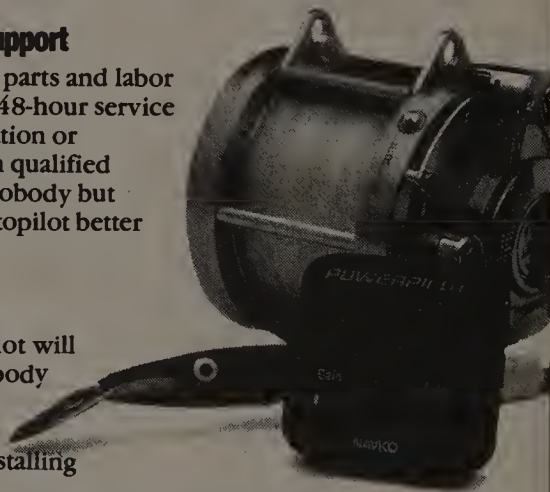
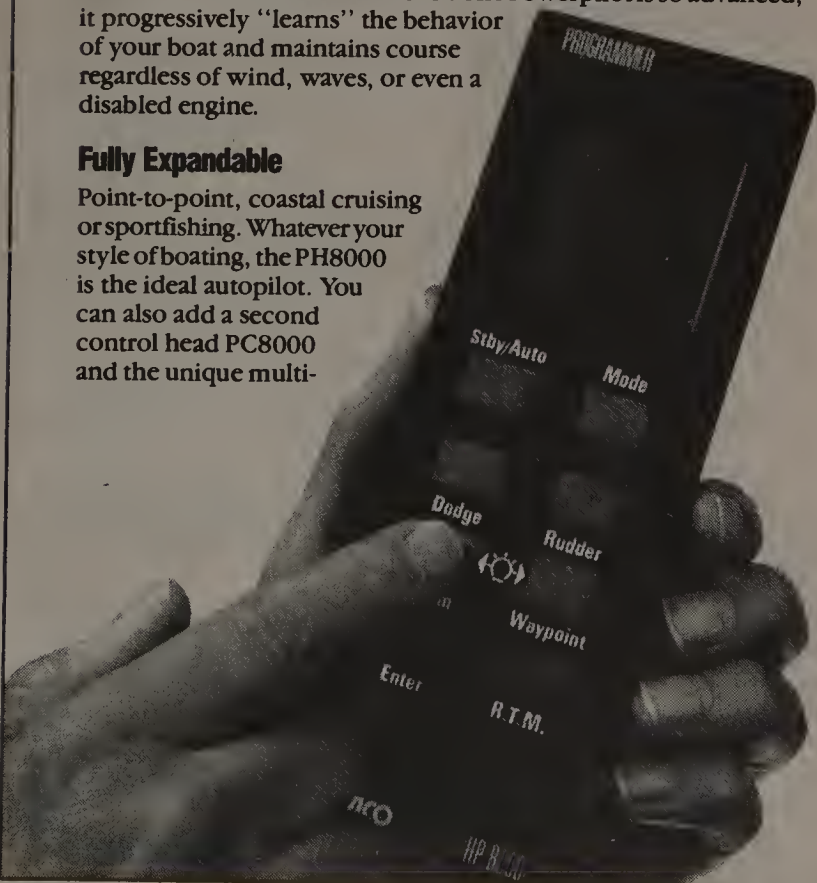
West Marine Products

NAVICO®

NOBODY'S EVEN ON THE SAME COURSE.

Navico, Inc., 7381 114 Ave. N., Suite 407, Largo, FL 34643
Telephone: 813 546-4300 FAX: 813 546-5539

Copyright 1990 Navico, Inc.



Spring CATALOG KICKOFF!

Come in for
your **FREE** copy
of our great
new catalog!

**MARK YOUR
CALENDAR!**

West Marine Products

1991 Seminar Series



John Neal & Barbara Marrett's
all NEW! in-store

Cruising Seminar

"From Hot to Cold"

Sailing from the West Coast to
Hawaii, Alaska, and back to
California

So. SAN FRANCISCO March 1
608 DuBuque Ave, 873-4044

OAKLAND March 4
2200 Livingston St., 532-5230

SAUSALITO March 5
295 Harbor Dr., 332-0202

Seating limited. Sign up in advance.
Tickets \$4 in advance, \$5 at the door.

12 Volt Electrical Systems and Your Boat

Presented by
Ron Romaine

Owner, Romaine Yacht Company

Palo Alto March 26
850 San Antonio Rd., 494 - 6660

So. San Francisco March 27
608 DuBuque Ave., 873-4044

Oakland April 2
2200 Livingston St., 532-5230

Sausalito April 3
295 Harbor Dr., 332-0202

Seating limited. Sign up in advance.
Tickets \$4 in advance, \$5 at the door.

Each seminar is held in the
West Marine store location listed.
All seminars begin at 7:00 pm

See Us at The BOAT SHOW! Sacramento Boat Show

March 7 - 10
Cal Expo.

MEN'S A.C. 1 BOAT SHOE

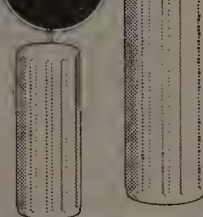
- Tri-density sole for optimum wear, grip, and comfort
- Full grain leather upper
- Comfortable EVA heel insert
- Reflective piping for nighttime safety

Model 445840S Reg. \$65.95



Sale 59⁹⁵

Taylor
Made



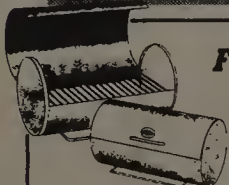
BIG B FENDERS 25% OFF

Our Normal Discount Price

EXAMPLES:

	Reg.	Sale
6" x 15"	\$19.95	15 ⁹⁵
8" x 20"	\$29.95	23 ⁹⁵
10" x 26"	\$46.95	37 ⁵⁰

FORCE10



COMPACT STAINLESS STEEL BARBEQUE

Charcoal model (propane also available).

Model 431791

Reg. \$99.95

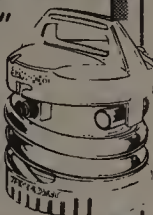
Sale 89⁹⁵

attwood "WATER BUSTER" BATTERY POWERED PUMP

Goes anywhere! Submersible pump runs on 3 "D" cell batteries. Includes self-stowing 42" hose.

Model 447235

New!



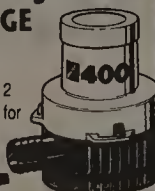
35⁹⁵

ITT JABSCO 400 GPH BILGE PUMP

12 Volt pump draws just 2 amps. Ignition protected for safety.

Model 435933 Reg. \$15.95

Sale 12⁹⁵



LEWMAR



WINCH HANDLES

30% OFF LIST!

Normal discount 18%

Powerwinch



POWERMATE WINDLASSES

EXAMPLE: Model 501 Handles loads to 1000 lbs.
Model 357285
Reg. \$469.00

Sale 425⁰⁰

MEDON MARINE

LIFELINE NETTING

Keeps kids and sails from going overboard.

Size	Model	Reg.	Sale
2' x 5'	119685	\$9.98	7 ⁹⁵
2' x 10'	119669	\$20.95	16 ⁹⁵
2' x 20'	119677	\$31.50	29 ⁹⁵



CANNON
LEADERS IN CONTROLLED DEPTH FISHING



UNI-TROLL HP DOWNRIGGER

Model 405332

195⁰⁰

KIVI DATASCOPE

A waterproof monocular, electronic fluxgate compass, digital rangefinder, and chronometer in one!

Model 388728

349⁰⁰



West Marine BILGE CLEANER

Cleans the bilge without scrubbing.

	Model	Reg.	Sale
Quart	244996	\$7.95	7 ⁹⁵
Gallon	245001	\$24.95	9 ⁸⁵



West Marine Products

Prices Good Through 3/24/91

Quality Boating Gear and Apparel



Sausalito

295 Harbor Dr.
(near Gate 5 Rd.)
(415) 332-0202

S. San Francisco

608 DuBuque
(Oyster Pt. Blvd.)
(415) 873-4044

Oakland

2200 Livingston
(23rd. Ave. offramp)
(415) 532-5230

Stockton

1810 Field Ave.
(just off Hwy. 5)
(209) 464-2922

Palo Alto

850 San Antonio Rd.
(just off Hwy. 101)
(415) 494-6660

Santa Cruz

2450 17th Ave.
(at frontage road)
(408) 476-1800

REF#146- 1W97

TOLL FREE PHONE ORDERING- 1-800-538-0775

GO THE RIGHT WAY - YOUR WAY!

NAVIGATION ANY WAY YOU WANT IT FROM

West Marine Products

Whether base station or portable, Loran or GPS, you'll find the right unit for your needs at West Marine Products. This month we're featuring the Micrologic and Voyager lines of sophisticated electronic navigators. A leader in the field of marine electronics since 1974, Micrologic's history includes major advances in the field of Loran C beginning with microprocessor technology. They were also the first to introduce the alphanumeric display, greatly

simplifying the ease of use of electronic navigators for boaters. The popular Voyager line offers you excellent value along with innovations like the Sportnav, the world's first handheld Loran C!

MICROLOGIC

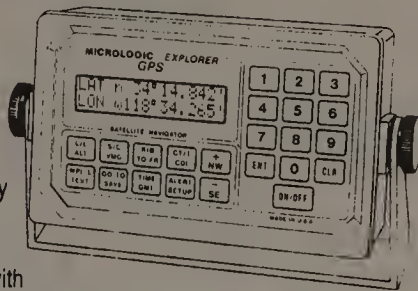
EXPLORER GPS

With worldwide, 24 hour a day coverage, GPS is the navigation system of the future that's here today! Micrologic's Explorer GPS is the perfect way to add GPS to your nav station.

- 100 waypoints with 10 year memory
- Computes range, bearing, speed, time to go, etc.
- Worldwide coverage
- 2 NMEA outputs allow interfacing with your other electronics
- Waterproof to 3 feet under for 30 seconds
- Same easy operation as the Explorer II Loran!

Model 452557

New!



1,895⁰⁰

EXPLORER II LORAN

New circuitry makes it faster!

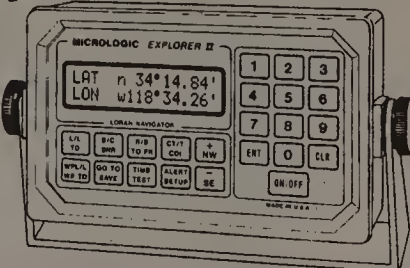
The popular Explorer Loran has been upgraded with new circuitry to make it better, faster, and more user friendly than ever!

- 100 waypoint Loran
- Completely waterproof
- Fully automatic operation
- NMEA interface
- Includes antenna & coupler

Model 426056

599⁹⁵

New!



VOYAGER

SPORTNAV

HANDHELD LORAN

Take Loran navigation anywhere you go!

Now you can have accurate Loran fixes on your boat, on a friend's boat, or on that camping trip to the back country!

- 100 waypoint storage
- Shows speed, range, bearing to waypoint
- Alarms for anchor, waypoint, crosstrack error
- Uses 6 AA alkaline batteries (not included)

Model 389437

359⁹⁵



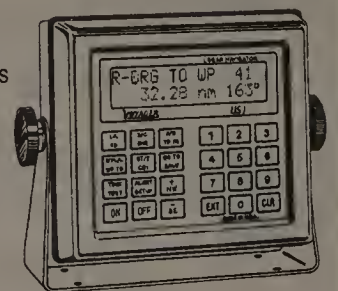
US1 LORAN

This easy to use navigator guides you step by step through every operation. Each display tells you what it is and what to do next! You get accurate information with fully automatic operation!

- 100 waypoints, 3 notch filters
- Easy to use - explains each operation
- Alarms for arrival, crosstrack, and anchor

Model 316943

439⁰⁰



West Marine Products

Prices Good Through 3/24/91

Quality Boating Gear and Apparel

Sausalito

295 Harbor Dr.
(near Gate 5 Rd.)

(415) 332-0202

S. San Francisco

608 Dubuque
(Oyster Pt. Blvd.)

(415) 873-4044

Oakland

2200 Livingston
(23rd. Ave. offramp)

(415) 532-5230

Stockton

1810 Field Ave.
(just off Hwy. 5)

(209) 464-2922

Palo Alto

850 San Antonio Rd.
(just off Hwy. 101)

(415) 494-6660

Santa Cruz

2450 17th Ave.
(at frontage road)

(408) 476-1800

REF#146 - 1W97

TOLL FREE PHONE ORDERING- 1-800-538-0775

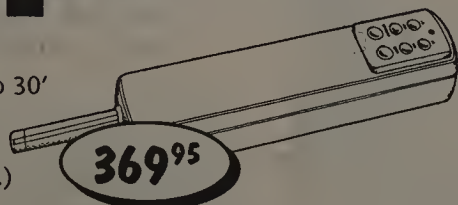


You're on course with Autohelm™ & West Marine Products Autopilots

Autohelm 800

- For tiller steered boats to 30'
- 85lbs. maximum thrust
- Off-course alarm
- Draws just .3 amps (avg.)

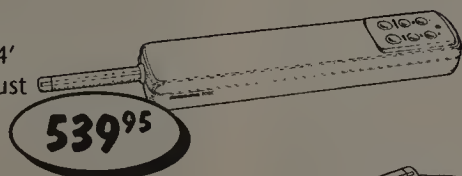
Model 293001



Autohelm 1000

- For tiller steered boats to 34'
- Hefty 125lb. maximum thrust
- Off course alarm
- Draws just .3 amps (avg.)

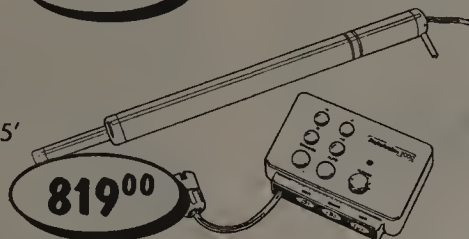
Model 293019



Autohelm 2000

- For tiller steered boats to 45'
- 185lbs. maximum thrust
- Draws .4 amps (avg.)

Model 232991



FREE! Autopilot Remote Control

a \$109 Value!

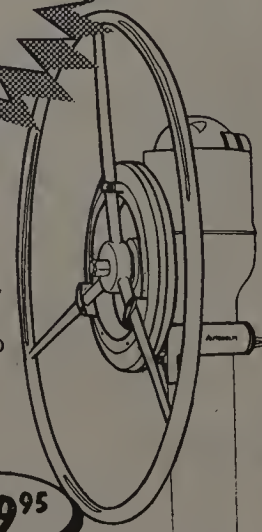
With the purchase of any Autohelm cockpit autopilot during the month of March
See store for details!
Model 302935

Autohelm 4000

Integrated wheel drive eliminates misaligned belts, cockpit obstruction, and tension adjustments!

- For wheel steered boats from 33' to 41' with maximum 18,000lbs. displacement
- Easily owner installed
- 75lb. output torque at wheel
- Draws .75 amps (avg.)

Model 316919

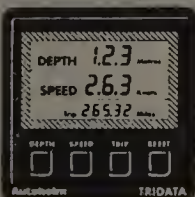


ST-50 SERIES INSTRUMENTS

Featuring the Sea-Talk™ integration system!

Autohelm's new Sea Talk system allows ST-50 instruments to share information, yet each operates as a full-function, stand alone unit. Since no central processor is required, each instrument can function even if one fails. A unique single wire system provides both power and communication links so wiring is simple

Instruments



TRIDATA

Provides depth, speed, and distance information in one instrument. Includes thru-hull transducer.

Model 407577

665.00

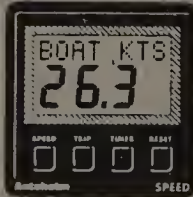


WIND INSTRUMENT

- Analog display of 360° wind scale
- Apparent wind speed (0-60 knots) on digital readout

Model 407536

749.95

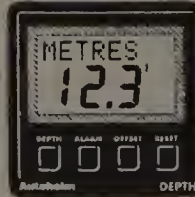


KNOTLOG INSTRUMENT

Displays speed, distance, temperature and timing information

Model 407593

469.00

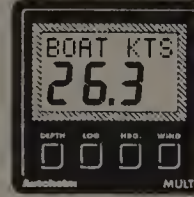


DEPTH INSTRUMENT

- Shows depth from 2 1/2 to 600 ft. (feet or meter display)
- Anchor watch alarm

Model 407601

479.50



MULTI DISPLAY

- Shows information from any other module
- Also computes many functions from other instrument combinations
- Ideal for nav stations

Model 407544

409.95

West Marine Products

Prices Good Through 3/24/91

Quality Boating Gear and Apparel



Sausalito

295 Harbor Dr.
(near Gate 5 Rd.)
(415) 332-0202

S. San Francisco

608 Dubuque
(Oyster Pt. Blvd.)
(415) 873-4044

Oakland

2200 Livingston
(23rd. Ave. offramp)
(415) 532-5230

Stockton

1810 Field Ave.
(just off Hwy. 5)
(209) 464-2922

Palo Alto

850 San Antonio Rd.
(just off Hwy. 101)
(415) 494-6660

Santa Cruz

2450 17th Ave.
(at frontage road)
(408) 476-1800

REF#146 - 1W97

TOLL FREE PHONE ORDERING- 1-800-538-0775

little big business

It started as a small thing — in his spare time, John Amen built a few special-order sails. It stayed small, but grew: he built a few more sails, then a boat, then several boats. Before long, his part-time avocation became his full



LATITUDE/IR

Above, the 'yard' at Amen Design Group. Right, John gives a new E27 the critical eye.

time occupation, and the 'small thing' had become a big deal, indeed, though it stayed, uh, small. That is, its smallness was the reason for its, er, bigness... No, no, that's not right. The *business* wasn't small, but the demand for the small products was big, and. . . and. . .

Let's try this again.

In the last 20 years, John has built Amen Design Group into one of the premier sail and boat-building concerns in the *world* — of model boat sailing.

"I got into it kind of by accident," says John as his visitor slurps steaming morning coffee and surveys the expanse of green pastureland surrounding Amen's rural Petaluma shop. "I was working at Sutter Sails in 1972, putting myself through school, when one day this guy brought in a model Soling and asked if we could make sails for it.

"I couldn't believe how horrible his sail looked. It was just this piece of cloth about the consistency of a board. So I made him a sail in my spare time and he went out and won everything. The next thing I knew, every model boater around was calling me to make them sails."

To make a long story short, John has yet to use his degree in prehistoric archeology. He left Sutter to start his own model boat sailmaking business and the thing just snowballed from there. Today, the softspoken Amen is renowned in his 'little' world as one off the all-time rockstars — sort of the Tiny Town equivalent of Bruce Farr, Lowell North and Bill Lee all rolled into one. He shrugs his shoulders. "All it means is that I had to get an unlisted home phone number so I wouldn't keep getting awakened at 3 in the morning by someone ordering sails from Sydney."

In ADG's boatbuilding heyday about five years ago, about 50 boats were going out the door annually. He figures he's built about 300 altogether, ranging from \$325 you-finish kits (with rudder and combination jib/mainsheet controls) on up to \$2,800 hand-built customs with rudder, separate main and jib sheets, backstay adjuster, main outhaul and a jib 'twitcher' for running wing-and-wing.

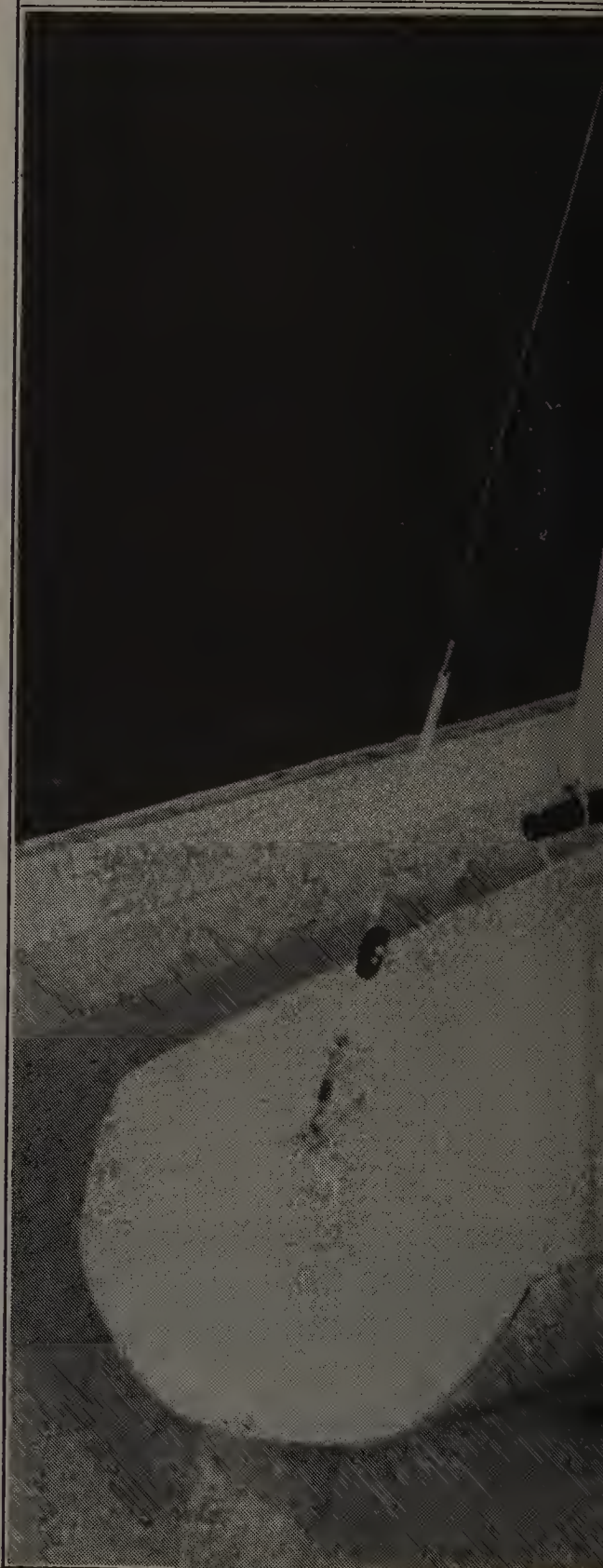
It takes about 45 hours to put a complete boat together. The hot ones are built just like their full-size counterparts — glass or carbon fiber hulls, carbon fiber spars, and kevlar/mylar sails. Unlike their counterparts, there's not much overhead in John's business except for the skylights that illuminate his

cont'd next sightings page

the three questions

Some 350,000 gallons of sewage spilled into the San Rafael Canal during an unfortunate incident in February.

Our first 'Question of the Month' is: If all the liveaboards in San Francisco Bay pumped all of their sewage into the Bay, how long would it take them to pump 350,000 gallons? This is strictly a hypothetical question, of course, because most liveaboards pump very little if any sewage into San Francisco Bay.



of the month

The 350,000 gallon San Rafael spill was real, not hypothetical, yet it was 11 days before it was reported. San Rafael Public Works Director Dave Bernardi said the 11-day delay did not represent a cover-up. "It was just an oversight," he said. "We weren't hiding anything." Question of the Month number two: Do you believe him?

In February *Letters*, a spokesman for BayKeeper, a local environmental

cont'd center of next sightings page

little big — cont'd

loft/shop — no big labor force, no bulky molds, no heavy equipment, no dealer network — and no big corresponding headaches. A typical weekday might be spent in various stages of construction or repair on three boats, rigging a fourth and cutting and sewing a sets of sails destined for the U.S., Brazil or Australia. At day's end, he leaves work at work and heads home — about a mile down the road — where he lives with wife Barbara and children Ben, 4, and Jessica, 11.

Although he's in demand to attend model meets all over (the 70-boat strong model boat Worlds will be held in New York in 1992 — the first time ever in this country), John reserves most weekends for 'real' sailing aboard the Express 27 *Locomotion*, which he co-owns with Scott McRobie and Michael Radcliffe.

cont'd next sightings page



SIGHTINGS

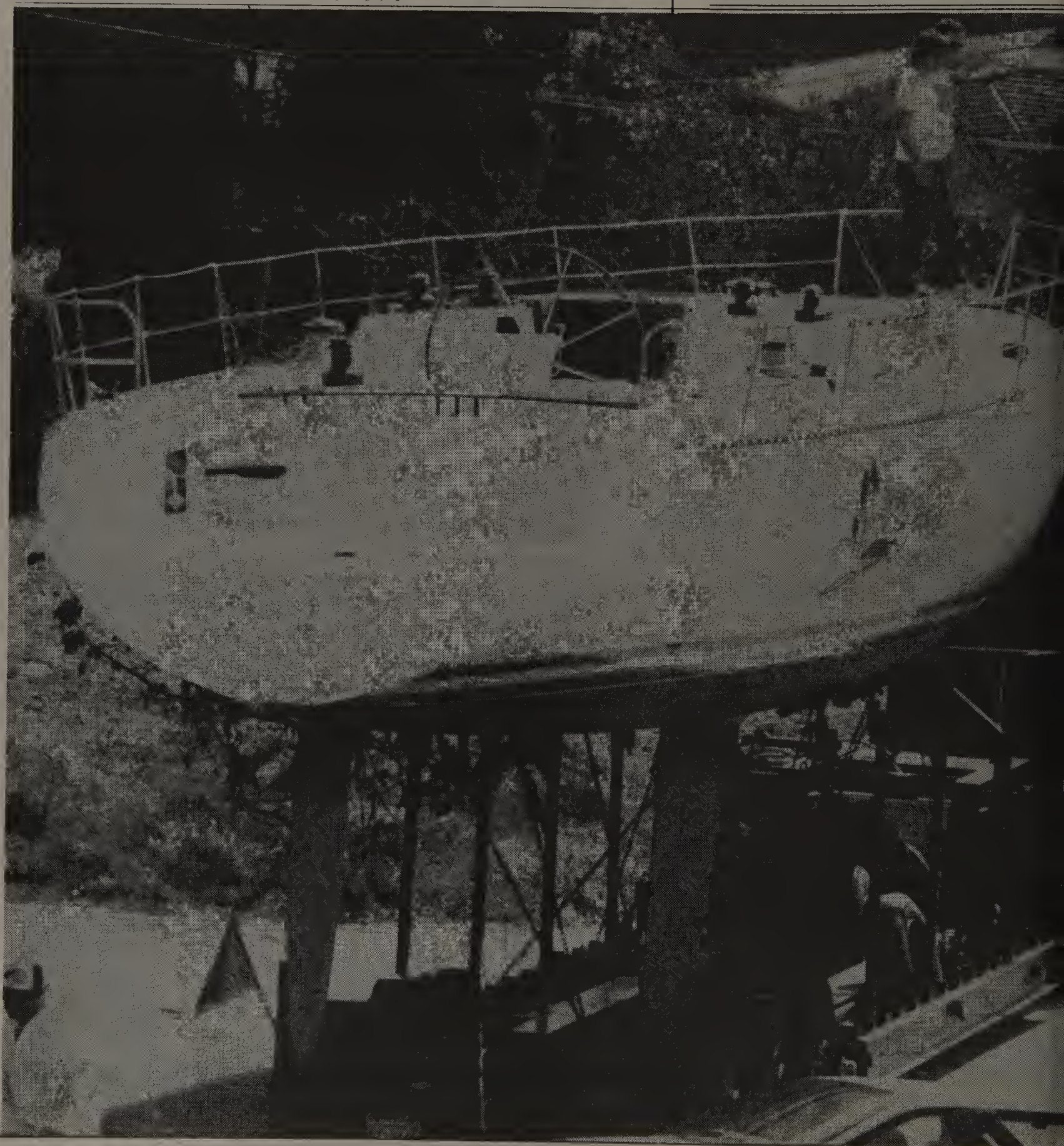
little big — cont'd

The most successful of the seven model yacht designs John has authored is a boat in the '36/600' Class. His have won eight of the last ten '36 Nationals. But he's built winning hulls and sails for all the hottest classes: Marblehead, Santa Barbara, Infinity 54 — names as common to model boaters as J/Boats and Express are to big boat sailors. Most are model-only designs, but John has even enjoyed some success with inch-to-the-foot versions of the Express 27

cont'd next sightings page

questions

organization, wrote, "It is likely that the cumulative impact of sewage, oil spills and other toxic discharges from all of the small untreated pollution sources (boatyards, anchor-outs, marinas, small [presumably marine] industries) equals that of the major dischargers (municipal treatment plants,



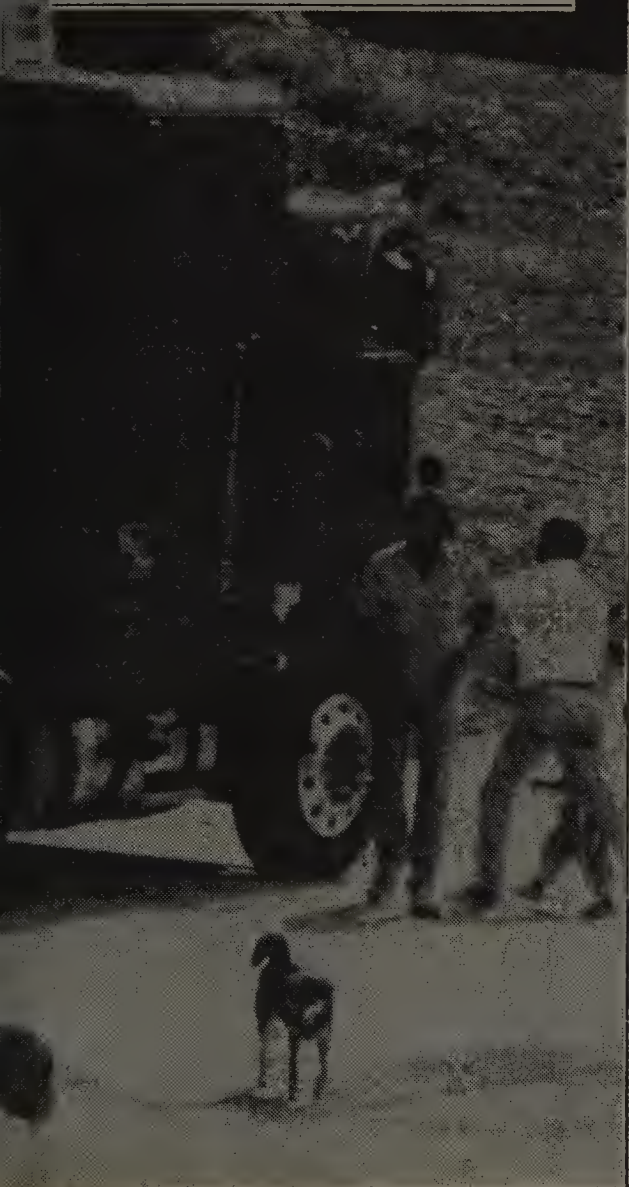
— cont'd

refineries and other major dischargers). Given the fact that a 350,000-gallon sewage spill is not uncommon, given the fact that the Regional Water Quality Control Board just decided to permit five local oil refineries to pump 4,500 pounds of selenium — one of

cont'd center of next sightings page



Barbara and Steve Schmidt — 'proprietors' of the new 'Hotel California Too'.



JIM DRAKE

little big — cont'd

(that's one in the photo on the previous page), Santa Cruz 50, *Merlin* and the IACC — the new International America's Cup Class.

Hulls of model-only boats tend to be long and narrow, while the hulls of scaled-down big boats have the same lovely curves as the real thing. Where model sailing really diverges from big boats, however, is in rigs and keels. The former are extremely high aspect: the norm is about 7 to 1. The latter are long strut-and-bulb affairs which if full size would give an Express 27 a 10-ft draft! "You need the weight way down there because you don't have 5 big guys to sit on the rail," explains John. Displacement/length ratios are correspondingly outrageous. The bare hull of a Marblehead, model sailing's most prolific class, might weigh only 8 or 9 ounces. Rig, running gear and radio servos will up the boat to 3 pounds. Then all you need is your 7-pound keel bulb.

The notable exception to this proportion rule is the largest model boat class, the J Class, which are faithful renditions of the mighty America's Cup racers of the '30s down to plank-on-frame construction and Lilliputian figures of white-uniformed crew manning their stations. Even as models, the 7½-ft, 90-lb J's are so big they're often towed on trailers.

Although modelers don't see quite the spray-in-the-face action of big boaters, many are supremely skilled sailors in their own rights, says John. And model sailing is far from a passive pursuit, where a modeler simply blobs down on the shore and twiddles the joysticks on his radio control.

"You'd be amazed how much exercise you get," says Amen. During races especially, he notes that sailors have to follow the action — and their boats — by walking along the shore. And the stiffer the breeze, the faster you walk. As most of the popular model sailing areas, such as San Francisco's Spreckels Lake, are football-field size, John estimates a model sailor can put in 6 to 10 miles of 'roadwork' on a good day.

(Models offer other forms of aerobic exercise, too. John laughs that he's gotten in plenty of swimming over the years while retrieving victims of T-bonings, 'blown' hatches — or simply someone forgetting to put the drain plug in.)

These days, Amen has cut the boatbuilding side of the business back to about 15 a year so he can concentrate on sailmaking. He reckons he builds about 300 sets of high-tech, computer-designed sails a year. Average price — \$100 a set, not including the rig.

Despite its own division in IYRU (MYRD — the Model Yacht Racing Division) and ongoing talks to associate themselves with USYRU, model boat sailing remains a relatively obscure subset of the 'real thing' in this country. In much of the rest of the civilized world — notably England, France, Germany, Scandinavia, Brazil, Australia and New Zealand — it is a big deal indeed. All of which makes small businessman John Amen a big wheel in the small...no, large world...of, um, small boats. . .

What we mean to say is that John's a big success as a small businessman in a small — no, big — industry. . . well, except here. . . where it's, uh. . .

Oh, forget it.

ultimate cruiser?

One of the most misused (and overused) words of modern times is 'ultimate'. Yet that's the first modifier that comes to mind when we look at the latest design to come off the drawing boards at Bill Lee Yachts. Based on the highly successful ultralight sled of the same name, the Santa Cruz 70 Cruising Yacht could well be the 'ultimate' cruiser of the '90s — and the next chapter in the Lee legend.

Lee model '70C' is basically a detuned version of the racing 70. Hulls will pop out of the same mold, but rather than state-of-the-art, damn-the-expense composites, they'll be built of good old balsa-cored fiberglass. With more ballast, tankage and interior, the full-up cruiser will displace about 8,000 pounds more than its parents. The extra weight, combined with a shorter, stouter 'semi-cutter' rig and a 140-hp Yanmar turbo diesel spinning a three-blade prop, should make the cruiser manageable by a minimal crew — two experienced couples, for example. Down below, they and guests will find three full-size staterooms with queen-size berths, a gimungous main salon/galley

cont'd next sightings page

SIGHTINGS

ultimate — cont'd

area, two heads, shower — even a washer and dryer.

Pretty cruisey-sounding stuff until you get the sails up, then the 'C' will show that fast-is-fun can also apply to the cruising crowd — double-digit speeds and 300-mile day's runs should be no sweat.

What will all this cost you? Well, you know the old saying about if you gotta ask the price.... Ready to sail away, the Cruising 70 will run about \$850,000. So much for the go-simple, go-now, bash-around cruiser image. But hey, if

cont'd next sightings page

questions

the most potent cancer-causing agents — into the Bay a year, and given the fact that these two things represent the tiniest fraction of non-recreational boating pollution, Question of the Month number three is: Do you really think it's likely that recreational boaters pollute the Bay as much as 'major dischargers'?



— cont'd

Questions of the Month are a public service by *Latitude 38* to keep recreational boating's Bay pollution in perspective. Let's all do our best to keep the Bay and oceans as clean as possible, but let's not be played for fools as to our share of the responsibility. A clean Bay and a clean conscience go together.



ultimate — cont'd

you don't have to ask the price, or you're shopping for someone who doesn't (though no checks have yet been signed, Lee Yachts reports a half dozen 'very interested' potential buyers), we can't think of a better gift for the cruiser who has everything. And if a 70 seems a bit too austentatious, Lee's all-new 51-footer might be just the ticket.

In the meantime, pictured on the previous page is the new *Hotel California Too* on her way to the water. Just to confuse the issue, she's a 'cruising-oriented' 70. Although many ideas for the cruising 70 were developed and incorporated on *Hotel*, she's not a true 'C' model.

The line forms at Bill Lee Yachts, (408) 475-9627.

the crew list party 'hopalong's'

It started out backwards. The female, Dana Johnson, a recent graduate of San Francisco State, wanted to sail around the world. The male, Micah Allnutt, who has worked throughout the Bay Area as a clown, wanted the security of a home and garden in the suburbs.

But as Dana explains, sailing is in her blood. "My grandfather seven times removed was Sebastian Vizcaino, who discovered and named San Diego, Catalina and Monterey — to name a few. Nonetheless, it was my grandfather who took me sailing for the first time, in British Columbia. I was immediately hooked and ever since have harbored the dream of sailing around the world. More recently it was Tania Aebi's circumnavigation, as recounted in *Maiden Voyage*, that got me motivated. If she did it, I figure I can, too!"

The only thing that prevented the Berkeley couple — who have since become engaged — from realizing Dana's dream was a boat. They didn't have one. Undaunted, they decided to begin without one.

"We spent \$150 taking out 'Want to Crew' ads in *The San Diego Log*, *Cruising World*, *Santana* and various other magazines," said Dana, "but only really got response from *Latitude*. We love you guys!"

Of course, not all potential crewing situations work out.

"The first guy we went to meet in person was kind of scary," remembers Micah. "He said he was heading to the Med with his *Islander 36*, but he didn't have a liferaft, an EPIRB — or even a dinghy. When we asked how we were supposed to get to shore without a dinghy, he explained that we could swim!"

"Then the *Latitude Crew List* came out," recalls the blonde and ebullient Dana. "We immediately called the two couples who listed themselves as looking for a couple to join them, and made arrangements to meet at the very beginning of the *Crew List Party*. They were both wonderful couples. Unfortunately, the couple from Sacramento wasn't leaving until January — and we couldn't wait that long. But that still left Paul and Bonnie Mikos of Alameda and their *Force 50 Seaventure*, also headed to the Med. They were neat people, and we ended up sailing with them to Cabo. It was a good trip, but Micah and I are a little more outgoing, drink very little and prefer health foods, so we got off the boat at Cabo. There were no bad feelings at all.

"At Cabo we signed on with Sam (a woman) and Jack for the trip to La Paz aboard *Carlotta*, their CT-41. What fun! Jack's mom had made them tons of an ultra rich dessert called 'Neiman-Marcus bars'. Everyone who tasted them got addicted, so the once huge supply quickly disappeared. As soon as we got to La Paz, we called my mom, who called Jack's mom, and said, 'You don't know me, but I need to fax the Neiman-Marcus bar recipe to my daughter in La Paz.' As soon as the recipe spilled out of the fax machine, we ran down to the CCC, bought the ingredients, and started baking like mad. Yummy! The only reason we got off *Carlotta* was that they were staying in the Sea of Cortez and we wanted to continue on.

"The Fulagar family — David and Catherine, as well as kids Derrick (11) and Lauren (5) — on the Passport 51 *Tamure*, didn't need crew from La Paz to the mainland, but they took us along anyway. Based out of Santa Cruz, *Tamure* is really a beautiful boat!

"Unfortunately, we had a really bad incident a couple of hours out of La Paz. Somehow an out-of-control genoa sheet jerked young Derrick's hand into the self-tailing mechanism of the genoa winch at the same time the sheet was crushing his leg against another winch. At first everyone thought his screaming was in jest, but soon enough we knew his pain was for real. He was so tightly

cont'd next sightings page

hopalongs — cont'd

wrapped to the two winches that the only way to free him quickly was for Micah to cut the sheet with his knife.

"But it was still awful. Poor Derrick had all the skin from his knuckle to his wrist peeled back and blood was spilling everywhere. You could see all the bones, and we were sure he'd at least damaged some tendons. It looked so bad that the entire Fulagar family was in a mild state of shock. Luckily enough, we knew some car campers at Los Frailes. We reached them by VHF and told them to have a car standing by to rush Derrick to the hospital in La Paz. While Micah and I anchored the boat, the Fulagars rushed ashore and were hurried to the hospital. The dermatologist was really great; he immediately left his office when he got a call from the emergency room. The great thing was that it didn't turn out to be as bad as it looked. The doctor was able to pull the skin back and sew it back together with 18 stitches. Derrick is going to have a big scar, but he was back on the boat that night. Despite the accident, we ended up having a great sail across the Gulf to Isla Isabella, San Blas, Chacala and Puerto Vallarta."

Dana and Micah — by this time known as 'the hopalongs' — would have loved to stay with *Tamure* longer, but the Fulagars had friends coming down to visit. As we ended our conversation with the crew listers in Puerto Vallarta, Dana said, "The most amazing thing about our trip so far has been how kind and friendly everyone seems to be . . . it's like everyone out sailing is trying to create more good karma." With that, the two dashed off to catch a bus to Zihautanejo — where they hoped to catch their next boat south.

The *Crew List* and 'crew available' *Classy Classifieds* don't work for everyone — especially those who plan on having their crew swim to shore — but they work for some. We hope that you're one of them.

pac man tacks for clear air

Breezy, light, dirty, gnarly, gale-force, gust, header, knock, lift, puff — we sailors have more words to describe what the air above us is doing than Eskimos have to describe snow. But go down below and it's a different story. We've been inside boats that made our high school locker room smell like Irish Spring; that make whiffing the neighborhood catacombs like a walk through the arboretum; that make backed up septic tanks seem as funny as the foregoing metaphors. The long and short of it is, lots of boats stink inside.

The ability to change that quickly — and to actually kill mildew and dry rot spores at the same time — may now be available at the flick of a switch.

"Ozone is kind of like the old Pac Man video game," says Craig Federspiel, west coast distributor of the Panda air purification machine. "Remember how Packy used to go around gobbling up things? Well, that's sort of what ozone does to odors."

As the black box on the table quietly spewed out an aroma faintly reminiscent of a chlorinated swimming pool, Craig was trying to bring the science of how it works down to a level we technoramuses could understand. Pac Man finally started the synapses firing, and even with our second grade science aptitude, it dawned on us how nifty this device could be to boaters if it did what it proclaimed — not just filter or scent the air, but really purify it.

After making sure we knew the hows and whys of proper operation, Federspiel lent us a machine for a week to test for ourselves. "And don't go easy on it," he said. "Find a boat that's been closed up a long time. Try it in a smoke-filled room or a heavily-used kitchen. You'll be amazed."

We did and are.

In addition to the boat — the forepeak of our powerboat where a coal-mine canary wouldn't last 30 seconds — we ran the thing in a damp, little-used storage shed, during an intentional smoke-out of our living room, and even in our offices, parts of which are permeated by the less-than-pleasant aromas of photographic and typesetting chemicals.

The Panda worked like a champ, leaving in its wake air seemingly pure as a mountain meadow. "In its wake" is worth stressing here — because of time restrictions, we didn't fiddle with achieving the optimum level recommended for constant use. We just cranked the thing up full bore for a few hours, then turned it off and let the space 'cool out' for another hour or so. That's about how long it takes the ozone to break down from O₃ to O₂ — good old oxygen.

cont'd next sightings page

user fee XI —

Sorry, maybe it's just us, but *Rocky V*? Some people don't know when to stop. At least Stallone started with something good and went down from there. Then there's Congress. They started with a terrible concept — a tax for simply owning a boat — and for each of the last 10 years have browbeat us with new incarnations of the same stupid legislation, despite resounding defeats at the hands of boating lobby groups. Compared to the now infamous 'user fees', even *Rocky XXV* would be a downright *Gone With the Wind*.

In case your C-SPAN (cable TV's capitol channel) has been out for a few months, you



return of the nightmare

might be incensed to know Congress actually passed the user fee legislation at its last 1990 session the only way it could — it cheated, tacking the thing onto a totally unrelated bill at the last minute.

Fortunately, a few oases of sanity remain in the hallowed halls. In late January, Congressman Bob Davis (R-MI) introducing HR 534 — a bill which would repeal the user fee bill. Within weeks, it had amassed a veritable tidal wave of support. At this writing, 53 co-sponsoring congressmen (and women) have signed on, including three from California: Duke Cunningham, Wally

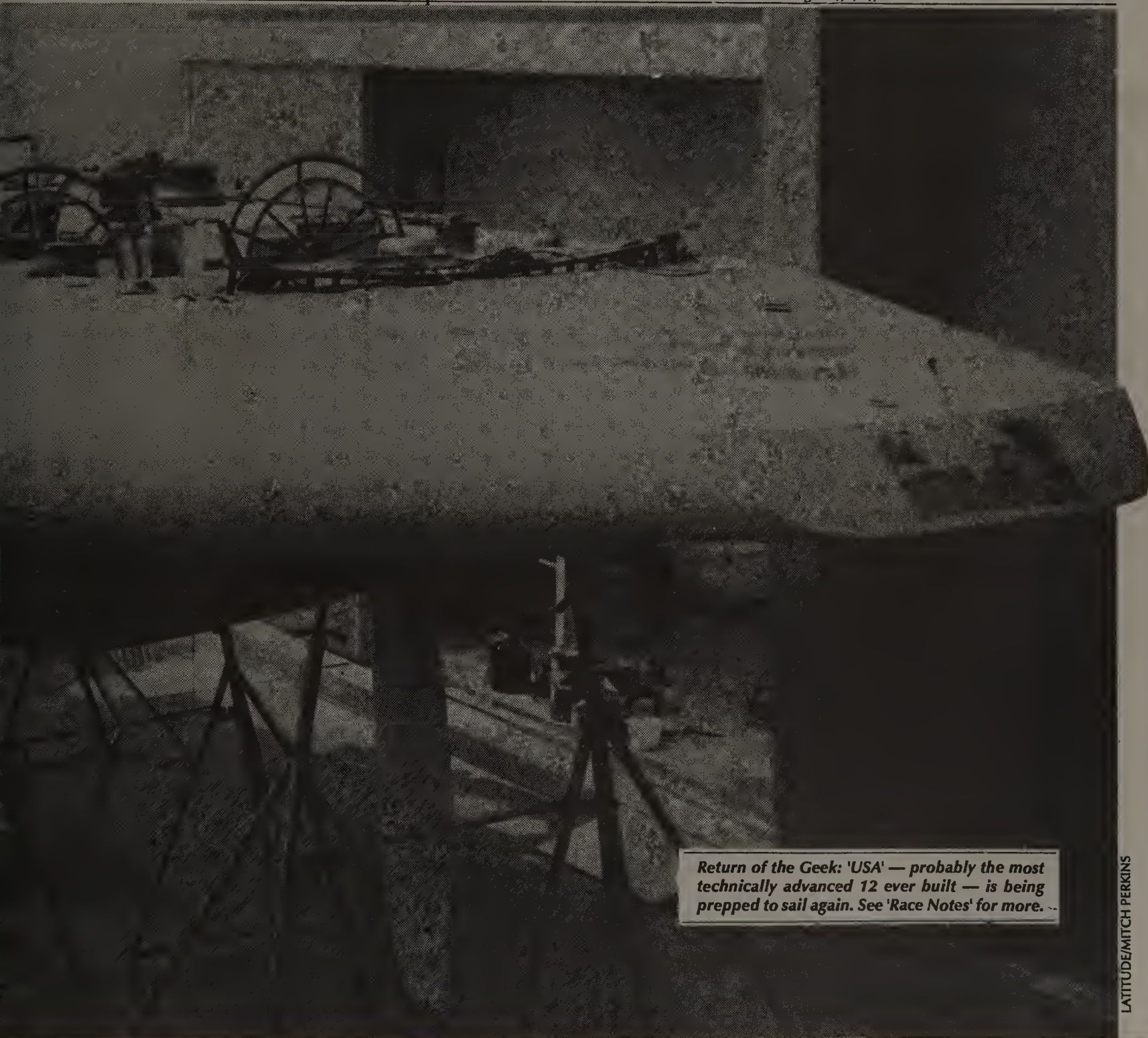
cont'd center of next sightings page

clear air — cont'd

The Pac Man analogy refers to that third oxygen atom, which is unstable. The minute it finds an airborne impurity, it jumps off, neutralizing it and leaving pure oxygen. Ozone also kills bacteria and fungi — the causes of mildew and dry rot. In fact, over the last few decades, ozone has been used to purify everything from water in this country, to blood, food and even people in Europe. Take it with however many grains of salt you want, but in Europe, ozone has even been claimed to cure some cancers when injected into patients afflicted with it.

Back in our little world, a two to three-hour treatment cleared our forepeak, storage shed and smokey room (we'd closed the fireplace flue until the room was full of smoke) of olfactory nasties. The boat remained so for several days before the mustiness slowly started to return. (We've subsequently found out that if we'd turned all the cushions up on their sides, the ozone could have gotten at more of the well-established mildew.) The storage shed remains odor-free five days after getting 'zoned, and darned if the living room doesn't

cont'd next sightings page



Return of the Geek: 'USA' — probably the most technically advanced 12 ever built — is being prepped to sail again. See 'Race Notes' for more.

LATITUDE/MITCH PERKINS

clear air — cont'd

seem to retain a freshness it didn't have before.

And speaking of freshness, it's worth mentioning that ozonated air reportedly has yet another benefit: it makes some people feel better. That's



only natural — literally — says Federspiel. In nature, everything from surf to waterfalls to lightning produces ozone, which cleanses the outside air and makes you feel invigorated when you're in that mountain meadow (or out on the Bay). The Panda simply mimics inside what nature does outside. During a time of day when we're nearly catatonic, several of our office personnel did say they experienced this feeling, though in all fairness, the power of suggestion may have had something to do with it.

Our conclusions? After our limited low-tech testing, we think that the Panda ozone machine could be a profoundly useful tool for boaters. Simply the potential that it could prevent or arrest mildew and dry rot seems worth the price of admission (the Panda retails for \$445) alone.

However, please understand that we're talking only about the type of use described above: running the unit every so often in an *unoccupied* boat. For home use, we are neither qualified nor convinced enough to comment on the unit's effectiveness. When we tried it in mixed company, two women said they couldn't stand the chlorine-like smell long enough (even with the level adjusted down) to do a proper test. Which brings up the question of how much ozone is too much? And there's the matter of 'bad' ozone (like from fluorescent bulbs) vs. 'good' ozone (which the Panda emits exclusively). Even the Pac Man analogy couldn't dent our density there.

Our final handicap is working in Marin — the 'cure du jour' capital of the world. Around here, the phrase 'miraculous health benefits!' carries about the same weight as the fairy tale kid who kept crying 'wolf!' We've just heard it too many times.

If you're keeping a score card, one final point on the positive side is in order. That's that the company that makes the Panda — Quantum Electronics of Rhode Island — is one of the more environmentally conscious outfits around. Industrial-strength versions of the Panda have cured 'sick' buildings and made it possible for many businesses to meet OSHA and EPA air requirements by eliminating noxious and toxic gases from the workplace. Even the 'panda' name is part of their commitment — a percentage of the profits from each Panda machine sold goes to the Rhode Island Zoological Society.

To find out more about any aspect of the Panda air purification machine, call Craig Federspiel at Quantum West, (408) 252-9500.

howie o'daniels wake — a well rehearsed event

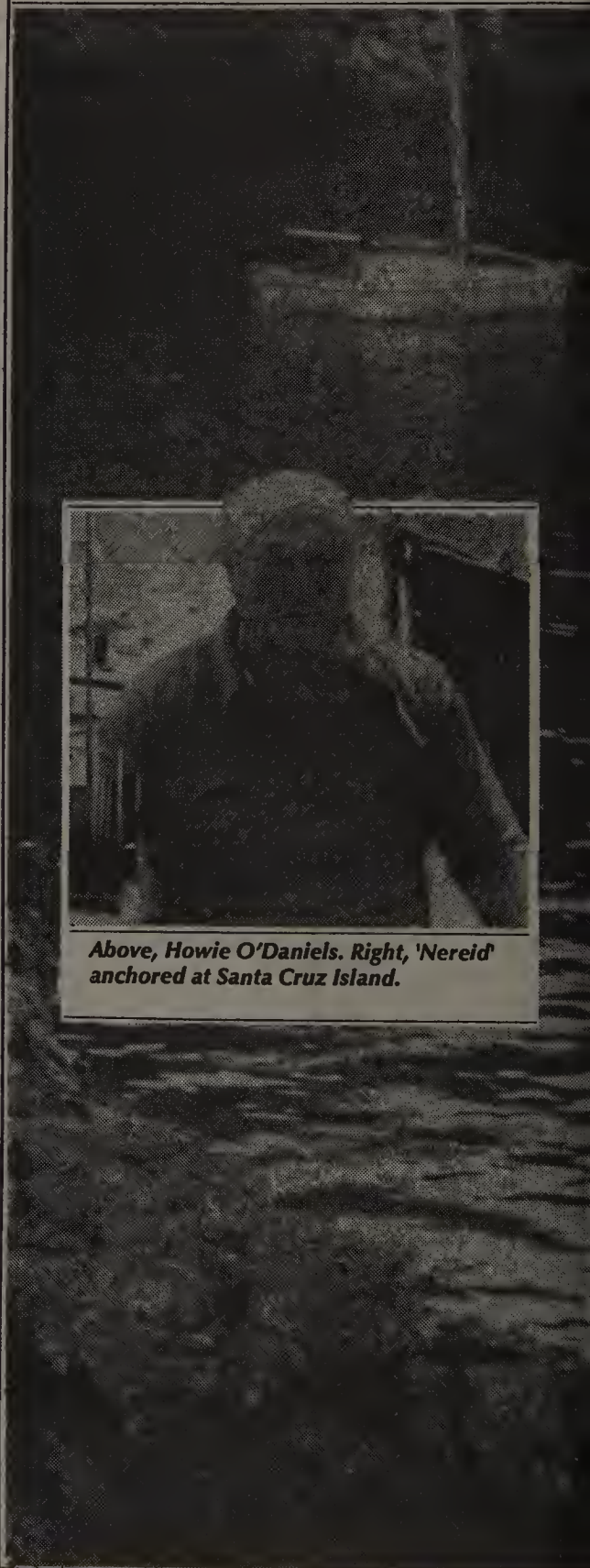
Howie O'Daniels, a legendary central coast sailor, died January 23 and a well-rehearsed wake was finally held at Morro Bay Yacht Club.

To say Howie lived a long and colorful life is an understatement. He was
cont'd next sightings page

user fee

Berger and Dana Rohrabacher. It goes almost without saying that 534 has the unanimous backing of such boating watchdog organizations as BOAT/U.S. and RBOC, the Recreational Boaters of California.

If HR 534 doesn't fly — in other words, as things are now — boaters can look forward to paying between \$25 and \$100 per boat per year in 'boat use fees' to Uncle Sam.



Above, Howie O'Daniels. Right, 'Nereid' anchored at Santa Cruz Island.

— cont'd

However, despite rhetoric *ad nauseam* over the last decade about how these fees are needed to augment the Coast Guard and state fisheries programs, none of the \$130 million raised per year will necessarily go to those causes.

Somehow, we're not surprised.

Short of carpet bombing Washington and starting all over, there is something decisive

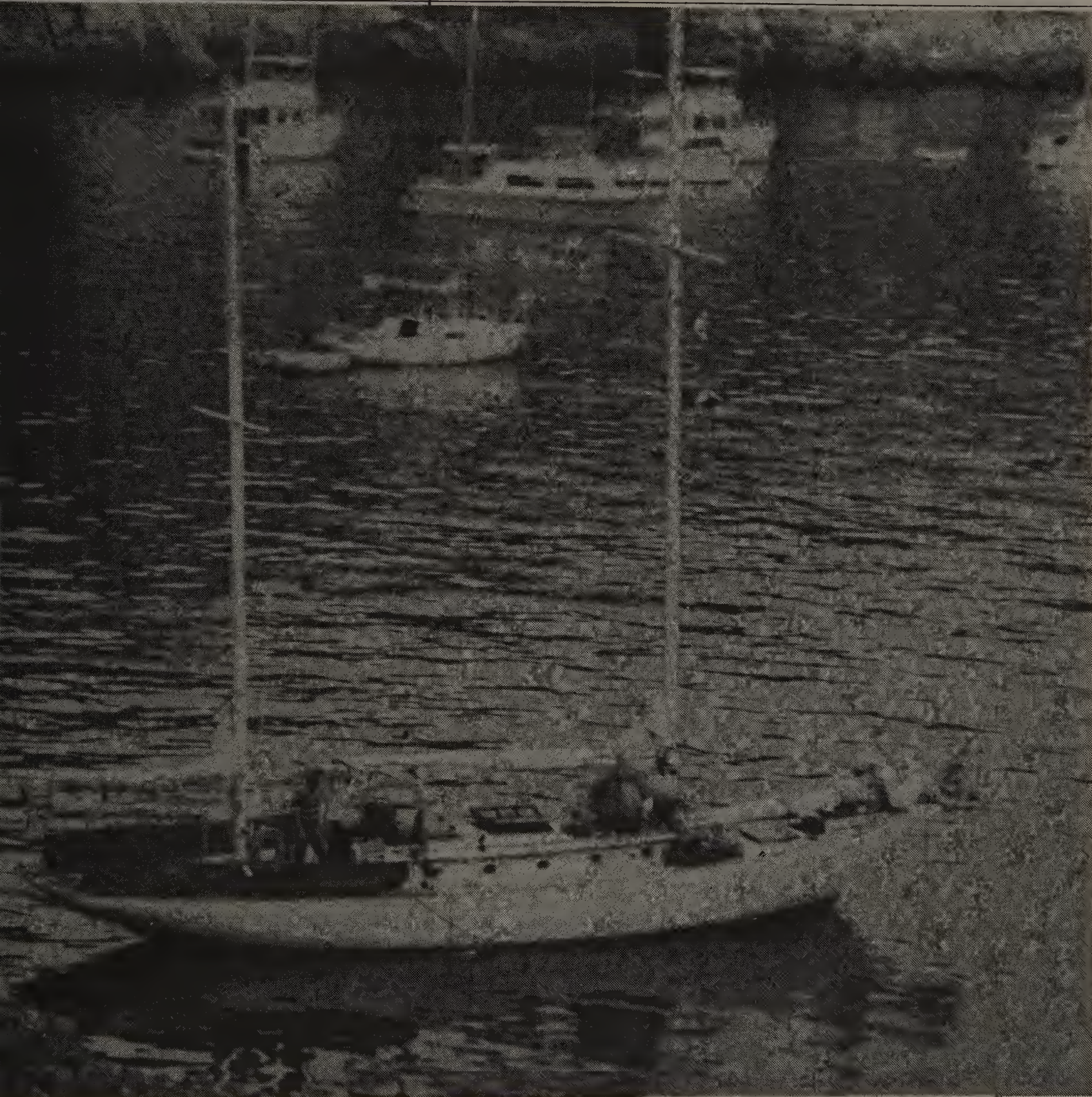
cont'd center of next sightings page

howie o'daniels — cont'd

John Madden's college coach at Cal Poly, and Bill Lee's accounting professor. He survived the 1960 Cal Poly plane crash when he was 53, the 1979 'Mexican Fastnet' (Long Beach to La Paz gearbuster) when he was 72, his last Baja race at 76, and the last of many trips around Pt. Conception at 79 aboard his beloved 1933 Casey ketch *Nereid*.

A bad hip forced him to sell *Nereid* four years ago. This last Christmas, after a second hip replacement, he had just stopped using his crutches and told me that he "had the urge to buy another boat." A heart attack at home in San Luis Obispo at the age of 83 spared him of that Master Mariner's curse.

cont'd next sightings page



COURTESY PATRICK O'DANIELS

howie o'daniels — cont'd

His love of boats began when he was a child in west Seattle. He went to Santa Clara State on a football scholarship and became their All Time Tackle and Hall of Famer. That led recruitment by Cal Poly to rebuild their football program in 1932. And he did okay: the next year, his Mustangs were undefeated, untied — and unscored upon! (In addition to coaching, Howie also striped the field, washed the uniforms and drove the team bus.) In the off season, he raced Snipes off Avila Beach and was a founding member of the San Luis YC.

After the sneak attack on Pearl Harbor, west coast coaches found themselves spending a quick 90 days at Annapolis before getting the troops in shape for WWII. Lt. Commander O'Daniels was later shipped to Palmyra Atoll in the Pacific where he rescued downed pilots and fished for record-size barracuda.

Shortly after the war, Howie was instrumental in starting a San Luis YC fleet of 12 committee-built 'flatties' — Ted Geary's 18-ft, flat-bottomed plywood centerboard sloop. In the '50s, the flattie fleets raced the ocean all up and down the West Coast from San Diego to British Columbia, with occasional trips inland to Lake Arrowhead.

He bought the 45-ft *Nereid* in 1964, and in the next 25 years probably recorded more roundings of Pt. Conception than any non-professional skipper. Living in SLO, owning the Circle In Tavern in Morro Bay and berthing his boat in Santa Barbara meant a lot of time cruising between SBYC and his crew's Morro Bay YC. And to Mexico. In the early '70s, Howie became good friends with Gordo in Baja's Turtle Bay. When transmission trouble laid him up with only \$55 cash, *Nereid*'s ballast of whiskey and a few .22 caliber bullets were sufficient to keep Howie in fresh lobster and bread for the duration.

He was a regular in the Master Mariners Regatta until the year *Nereid* sprung a leak and her crew quickly plugged the seams — with Tampax! After returning to Morro Bay, he found a repair estimate of \$30,000 to \$60,000 too much, so he opted to ferrocement the hull for \$8,000. He raced one more time before the Master Mariners discovered the modification.

Just before he sold *Nereid*, he took one last cruise to the San Juans and his old Seattle home. It was during that cruise that he told me to spend at least \$1,000 on his wake at the MBYC. Once the club got word, they decided a dry run was in order, and 'Howie's Wake/Roast' took place in 1987. They made up T-shirts with my drawing of a Guadalupe dismasting (Dad did almost all of Balboa YC's Guadalupe Island races) and the words, "I sailed the *Nereid* with the old fart and survived!"

In 20 knots of wind on January 26, we scattered his ashes off the Morro Bay entrance buoy and returned to the club with the racing fleet, which had rendezvoused with us. A crowd of 300 from San Diego to Sacramento, including Bay skippers Terry Klaus and Bob Hanelt, signed the guest book. Race chairman Steve Nukes asked for a minute of silence which was broken by the sound of "Amazing Grace" from Duncan McQueen's concertina, followed by a three-gun salute from the club's cannon.

Nereid crewmember Paul Seager flew in from Colorado Springs because he had promised Howie he would barbecue at his wake. It was part of the pact between these Morro Bay skippers — barbecued tri-tips, beans and salad for all. Behind the club's famous Rhodes 33 half-model bar was a photo of Howie and wife Mary with the sign: "Howie buys the beer!"

The paper said the wake was from 4 to 7 p.m. We closed up the MBYC at 10:30. All concerned said the only thing that kept this wake from being better than the '87 rehearsal was that Howie himself wasn't there to greet all his old friends.

— pat o'daniels

"a cruel hoax"

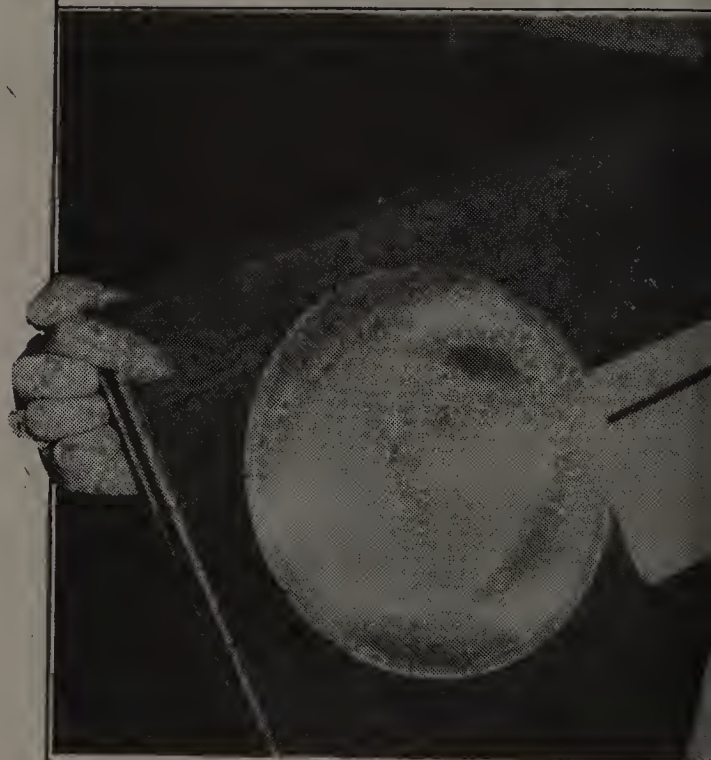
That's the way President Bush characterized the first Iraqi offer to exit Kuwait. It's also the way some people have described reports that the Federal Communications Commission has dropped the Morse Code requirement for obtaining Amateur (Ham) Radio licenses.

There are five classes of Ham licenses: novice, technical, general, advanced and 'amateur extra. While four of the classes still require Morse Code

cont'd next sightings page

user fee

we peons can do: Contact our representatives. (All members of Congress can be reached by writing 'The Honorable' before the name, and addressing the letter to either the 'U.S. Senate' or 'U.S. House of Representatives', Washington, DC 20515.) Let them know you support Bob Davis's HR 534, and ask them to co-sponsor. Point out that 1) as it's worded now, none of the money raised by the user fee would be spent for boating purposes; 2) the tax is the third to hit boaters this year. We've already been tagged by a 10% luxury tax on some boats, and a 5 cents a gallon gas tax hike; and 3) Boaters already pay for Coast Guard services through the Wallop-Breaux Funds,



acceptance

The woman in the accompanying photograph is Solita Sinisi, a member of the Berkeley YC. Sinisi normally crews on the J/24 *Blue Max* or the Santa Cruz 27 *Hot Flash*. But like a lot of small boat racers, Sinisi had often dreamed of doing a long-distance offshore race.

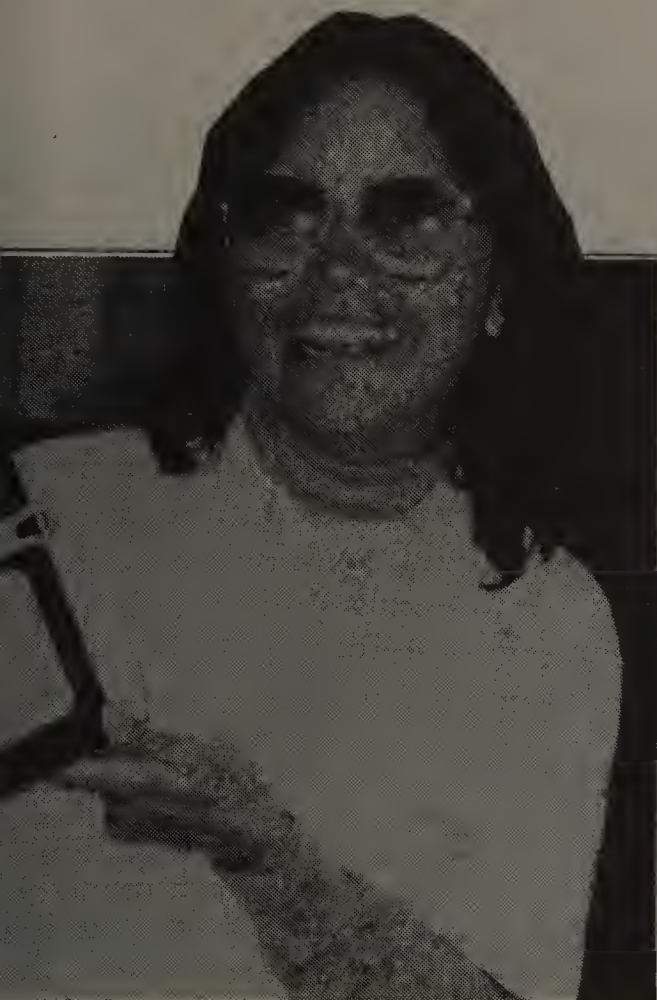
Her chance came — by the back door — with Sy Kleinman's *Swiftsure* in last month's Puerto Vallarta Race. The sche-duled cook, an attorney, had to cancel out at the last minute when the judges wouldn't let him postpone his court appearances. That's when Sinisi got the call.

Everybody — particularly women — wants to be invited on a long-distance race because they're competent crew, not because they cook. This was true with Sinisi, too, but this was a least a chance to get her foot in the long distance offshore racing

— cont'd

which are derived from marine fuel taxes. There are a few more, but that should get the idea across.

And when this blows over, as it hopefully will, you might mention that it would be a waste of taxpayer time to try another 'sequel'. Ten straight failures is more than enough to get the hint.



with reluctance

door. So she accepted the position.

Cooking didn't prove to be that awful a duty. "I did the cooking and the guys did the dishes. The support I got from the crew was wonderful."

As was the case with other long distance races, the P.V. race always used to award a 'Tail End Charlie' award to the last boat to finish. Well, it turned out that *Swiftsure*, which hung in when others dropped out, was the last boat to finish. Ironically, it also turned out that one of *Swiftsure's* crew, 76-year old Monte Livingston, had previously persuaded the race committee to give up the Tail End Charlie award in favor of a 'Fastest Cook On the Slowest Boat' trophy to the tail-end's cook.

And so it came to pass that during the awards ceremony, Sinisi, who had been

cont'd center of next sightings page

hoax — cont'd

proficiency of between five and 20 words per minute, it's true you can now get a technical license without passing a code test.

What can you do with a technical license? Gordon West, whose life is marine and ham radios, advises that two technical class hams would be able to communicate with each other on the two meter band for up to about 250 miles along the California coast, or by using repeaters, from San Francisco to San Diego.

But what about Mexico and beyond? Here the picture gets a little fuzzy.

Mexico has a reciprocal agreement with U.S. Hams, whereby they'll issue you a Mexican XE2 license which permits use of bands that give access to the rest of the world — as long as you're within Mexican waters. All you have to do to get such a license is show them any U.S. Ham license, technical included, and pay a small fee. You can get the licenses near the San Diego border, in La Paz and several other places.

The problem is that some of the U.S. net controls on the popular maritime nets out of Mexico don't like it that some Hams haven't suffered through learning code. As a result, they ask everyone with an XE2 license for their U.S. license; if a person's U.S. license is a mere technical license, they won't let them use the net.

Full privileges in return for just a technical license are also available from some other countries, depending on the amount of fee/bribe paid. Nonetheless, you're not going to be certain of those privileges. What to do? If you going to continue beyond Mexico or cross an ocean — where Ham radio use is most helpful and reassuring — taking the time to learn code and get a general class license is the only way to go. If you're just going to Mexico for a season, you can probably live happily with a technical license — and not have to dit or dah around.

Learning Morse Code has always been the biggest reason more people haven't gotten Ham licenses. Modern life is hectic, and few people believe that committing sequences of 'dits' and 'dahs' to memory is a smart or pleasurable way to spend what little free time is left. The code obstacle combined with intriguing distractions such as Nintendo, MTV and computers, has sent young American's interest in Amateur Radio plummeting. The illusion that the code requirement has been dropped is something of a ploy to lure more new people into the Ham fold.

The other requirement besides code to getting an amateur license, passing a written exam on radio theory, has long been considered a joke. Not only are all the questions multiple choice, but both the tests and correct answers are widely available ahead of time. As a result, all that's needed to pass the test is a decent memory. Even experts such as West agree that hardly anybody who passes the radio theory tests has any understanding of radio theory.

The basic Morse Code requirement comes from the International Telecommunications Union in Geneva, which is the United Nations authority on broadcasting. While Code is an important asset in times of emergency because it often gets through when voice and computer transmissions can't, many national radio authorities now ignore the code requirement. The reason is simple: voice and computer communications over Ham radio are so much quicker and convenient — and emergencies where code makes a difference are so rare that nobody wants to bother.

In short, Amateur Radio has yet to get out of the '50s, much less catch up with the rest of the world.

moonglow II — coming and going

It's impossible to mention the history of Bay Area sailing without invoking the name Nunes early on. From the 1920s through the late '50s, Portuguese immigrant Manuel Nunes and his sons built some of the most enduring boats ever to sail the Bay. The several hundred sailboats turned out from their Sausalito waterfront yard (now the site of the Charthouse restaurant) ranged in size from the 23-ft Bear Boats to the lovely 118-ft schooner *Zaca*.

While the Bears continue to be a strong presence in YRA one-design racing, many of the other Nunes boats have scattered far and wide. *Zaca*, as many regular readers will know, now lies rotting in a French shipyard.

Closer to home, Sausalitans were treated to a homecoming in January,

cont'd next sightings page

moonglow II — cont'd

when the 45-ft *Moonglow II* returned to the waterfront after an absence of some 12 years.

Moonglow II was one of the last Nunes boats built. Like most, she was constructed of fir planks over oak frames, and launched in 1956 for the Peterson family. Fritz and Audrey 'Audi' Franz Manes, her third owners, lived aboard in Sausalito for many years. As production manager for the *Dirty Harry* movies, Fritz often took crew members out sailing and is one of few sailors who can truthfully claim, "Clint Eastwood got sick on this boat."

The Manes moved south in the late '70s, and the big ketch has been berthed in Marina del Rey ever since. That's where Rick Hastie found her.

As a carpenter, Rick is no stranger to wood — or wood boats. Regular

cont'd next sightings page

reluctance

trying to play up her role as full-bodied crew instead of cook, had to step up to the podium and be identified to the entire gathering as a spatula swinger. "Bittersweet" is how she felt about accepting the

guilty

But there's a good reason we don't run lists of Boating Safety and Seamanship classes. First, if you run one you gotta run



— cont'd

trophy — which had been improperly engraved to read 'Slowest Cook In The Fleet', something the Swiftsure crew vehemently denied.

as charged

them all, and it was a huge time eater to track down every Coast Guard Auxiliary
cont'd center of next sightings page



moonglow II — cont'd

readers may remember him as the one who found the never-completed Bear *Calafia* in a warehouse a few years ago and launched her in 1985 as the fleet's first 'new' boat in 30 years. But he's quick to admit he's no shipwright, deferring to Sausalito's Dan Jones for that area of expertise. When he went south to look *Moonglow II* over, he took Dan along for one of the most extensive surveys either of them had ever done. "We spent eight hours pulling things up to look at every part of that boat," says Rick.

Although structurally sound, the boat needed some expensive work to bring her back up to bristol condition. Someone had belt-sanded the teak decks, for example — a major no-no — which rendered it so thin that plugs over the fasteners wouldn't stay in. That meant water could get in and start making trouble — so the decks had to come off for replacement.

Based on that and other work estimates, Rick made a lowball offer, and it was accepted. "I'm one of those who believe you don't so much 'own' a classic as hold it in trust," says Rick. "And they felt the same way. Once they realized we were on the same wavelength they bent over backwards to make the deal happen."

The boat was trucked to Sausalito where work proceeds at this writing. It's not without interruptions and surprises, however.

"I can't believe how many people know this boat," says Rick. Like Herb Madden. He 'himmed and hawed' when Rick called enquiring about slip availability for a 45-ft boat — until he heard it was *Moonglow II*.

"He said 'I know that boat!'" says Rick, and the slip was quickly arranged. Another man came down while Rick and Dan were working aboard and told them he'd sailed on the boat as a little boy. But the most intriguing story so far, at least to Rick, was the one about a detailed model that had been made for the original owners. They presented it to a then-teenage Bob Rogers, a past president of the Bird Boat fleet, who didn't appreciate what he had. It was last seen in the window of a Sausalito antique shop. If anyone knows the present whereabouts of the model, Rick (851-0669) would love to hear from you.

And speaking of love, Rick's first big plan for the boat is to marry fiancée Patti Fernandes aboard. That's scheduled for sometime in May. The Hasties hope to complete the restoration — including rerigging as a cutter, new sails, cushions, canvas and a new wooden Herreschoff dinghy — and be out sailing by June. Soon thereafter, the boat (under a new name) will be heading to her new homeport of Seattle, where Rick and Patti plan to run a combination char-ter/sailing instruction business, with the emphasis on teaching young people local history through sailing.

can't touch this race!

American yachtsman Gil Frei belongs in the Yachting Hall of Fame for conceiving the best idea for a yacht race in history. Frenchman Jean-Jacques Ott also belongs in the hall, since he's the one who actually brought the first *La Route du Rose* to fruition in 1987. It's been an annual event ever since.

Try the concept on. The LRR actually starts in 10 vineyards of Provence, France, in October. It's then that barrels of rosé are transported from the various estates to St. Tropez — with great fanfare — by horse-drawn wagons. There, eight cases of wine are loaded aboard each of 12 noteworthy yachts for transportation to St. Barts in the French West Indies. Given that this is a French event, it is expected that half of the rosé will be consumed during the crossing "to lighten the ballast".

This is a most civilized race, as evidenced by the prizes. There is the *Ruban du Rosé*, for the boat that makes the fastest crossing; the *Espirit du Rosé*, for the best 'traditional time' (meaning stops are made and the motor used a little); and, the *Route Dumez*, for boats that actually left on the correct departure date, October 28, and arrived in St. Barts on between December 14 and 16. In actual fact, the 12 boats in the 1990 competition left anytime between October 5 and October 31.

Given the size and quality of most of the boats — Zoom, Swan 86 prototype; Speedy-Go, Class A Maxi; Mistress Quickly, Lexan 72; Concept, Farr 80; and Arni A, 90-foot sloop — most boats could make numerous stops and still reach St. Barts by December 14. In fact, Speedy Go had enough time

cont'd next sightings page

can't touch — cont'd

to hit the Canary Islands and Barbados, winning her division in the Atlantic Rally for Cruisers (ARC), and still make St. Barts by the 14th.

Part of the tradition of the race is to place notes in the empty rosé bottles and toss them overboard. Anyone finding such a bottle is allowed to redeem it for a case of that wine! Generally, the bottles are tossed overboard during a 'halfway party' in which as many of the entries as possible try to congregate. Naturally it's a time to tell stories. The best was Dave Jordan's.

During a nasty storm in the Atlantic about eight years before, Jordan, skipper of *Arn! A*, was tossed off the little boat he was sailing with his new wife and young child. He thought he was a goner until he bumped into what he first thought was a whale or large fish. It turned out to be a fully inflated liferaft that had gone overboard with him! He rode out the storm in the liferaft, was sighted by an airline pilot and subsequently rescued by the Coast Guard. After bailing like crazy to keep the boat afloat, his wife and child were also rescued after two days. It was quite a family reunion that year.

So much for sea stories. A December 14 arrival was important for the boats because that's when the St. Barts ceremonies began. This involved presentations of the boats, the winemakers (three of whom were women this year), and, of course, the rosés. After the introductions and a few speeches, the rosés flowed, the boat tours began and Caribbean versions of Christmas carols were sung. The following day there was a special *degustation* (tasting) of the rosés, during which each of the Provence winemakers discussed his or her winemaking process. Naturally this was followed by plenty of free samples. The event wound up with the Around the Island Race on the 16th, in which the fleet was joined by *Endeavor*, the J Class yacht that Elizabeth Meyer restored to the tune of \$15 million. That evening the skippers were made "Officers of La Route du Rosé", as high an honor as we can imagine.

The purpose of the race is to promote both the rosés of Provence and the island of St. Barts. I can attest to the greatness of both. St. Barts is like no other part of France or the Caribbean — I fell completely in love! Our rooms at the Hotel Guanahani were magnificent. The lunches, dinners and receptions associated with the La Route du Rosé has an elegance only the French seem able to accomplish, with Les Castelets and Falio Beach Hotel being particular favorites.

If it is at all possible, I would highly recommend writing *L'Association des Amis de la Route du Rosé*, présidée Jean-Jacques Ott, Clos Mireille, 83250 La Londe, France (Tel. 94 66 81 75) to see what is necessary to be invited to participate in the race. Short of that, I would certainly recommend a sailing trip to and around fantastic St. Barts. And no matter which I was able to do, I'd enjoy it with a glass — or two or three — of some fine Provence rosé.

— cindy

short sightings

PRINCETON-BY-THE-SEA — On a 10-0 vote, the California Coastal Commission wiped out half of a planned 5-five block waterfront commercial recreation zone in this tiny San Mateo County waterfront town. The CCC's approval notes that the permitted 2.5 blocks must be "generally supportive" of commercial fishing and recreational boating activities. Princeton is the finish line for the first half of the misnamed Half Moon Bay Race and home to a 370-berth marina popular with fishermen and sailors.

HALF MOON BAY — Twice during the months of February mariners strayed too close to the Pillar Point shore and had their boats capsized by large waves. In the first case, three men were tossed off their 17-foot Whaler-type craft. Eventually they were rescued by a man from the nearby Air Force radar station. A little more than a week later, a Vietnamese fisherman had his boat capsized in rough waves. After 90 minutes he was rescued by another fishermen. Despite suffering from hypothermia, he survived.

According to local authorities, many mariners don't take small craft warnings seriously because strong winds don't always come when predicted. As a result, novice mariners lose respect for the warnings, go out anyway, and sometimes find themselves in a lot of trouble. Pillar Point is probably the scene of the greatest number of capsizings along the Northern California coast; treat the entire reef and rock-strewn area with utmost respect.

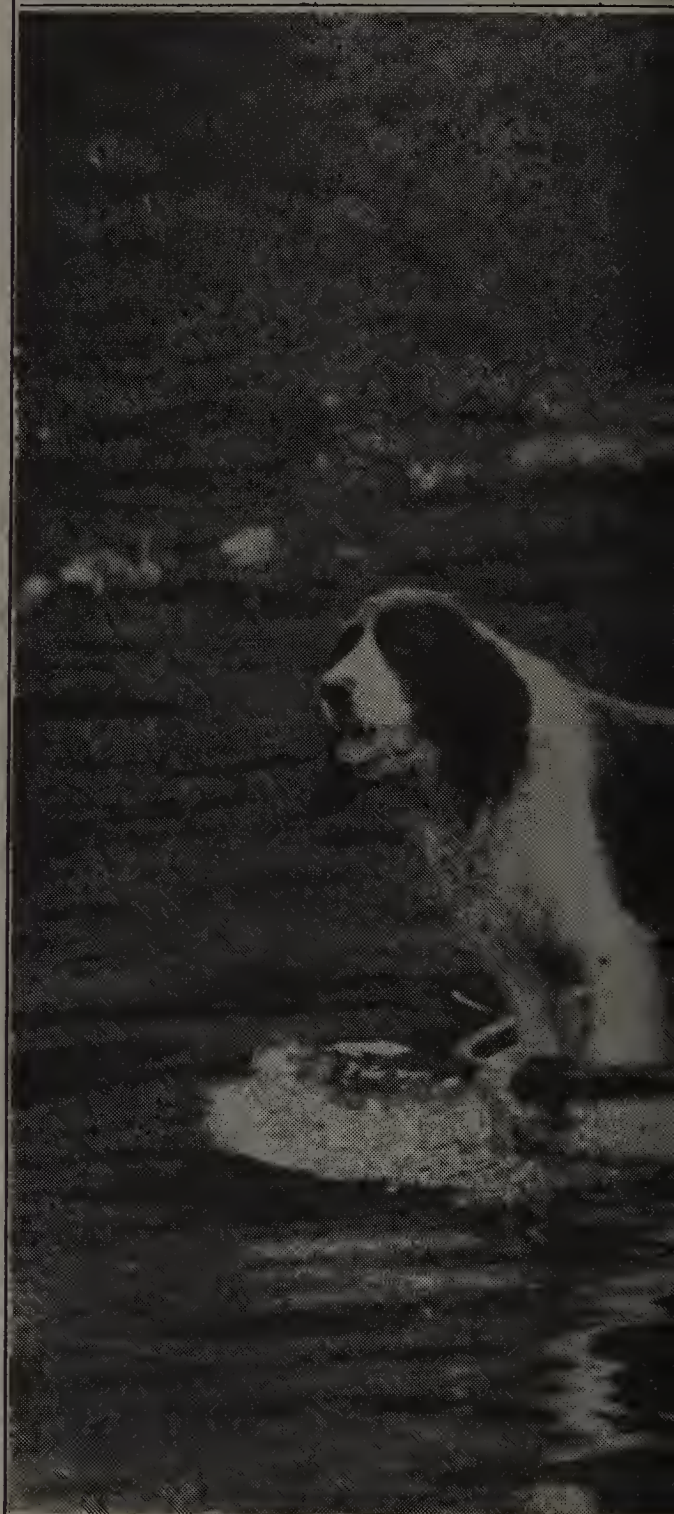
cont'd next sightings page

guilty

and/or United States Power Squadron class in Northern California. Second, the ones who were inadvertently omitted reacted as though we'd just shot their mothers. After being blamed for the umpteenth time for 'ruining' the class by not including it, we decided to just bag the listing altogether.

But we do have the next best thing, so keep reading.

Just to set the record straight, we heartily recommend these 13-session one-evening-a-week classes for boaters new enough that they don't know (or old enough that they won't admit it) basics such as: rules of the road, navigation, aids to navigation, etc. Despite sponsorship by the two distinctly different and separate organizations, class



— cont'd

curriculum is virtually identical: 13 one-evening-a-week sessions which are free except for a small materials (workbook, simple plotters) charge of \$15 to \$25. The classes are invaluable for taking the 'mystery' out of boating for friends, fiancés, spouses, ex-spouses, third cousins — or anyone else who's had their first taste of boating and wants to know more.

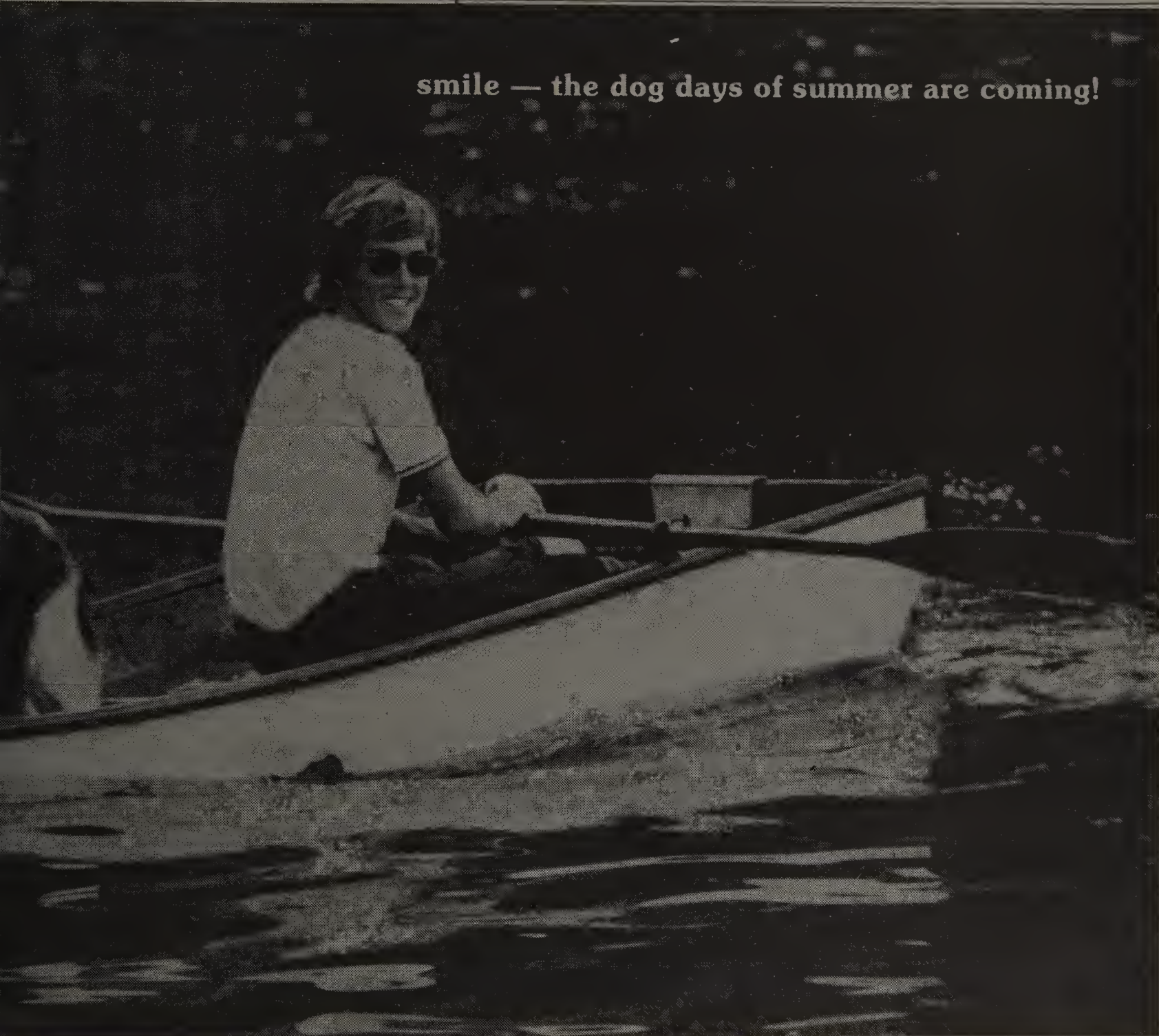
And now for that next best thing. To find out more about either the CGA or USPS classes in your area, all you have to do is call (415) 437-3309. But don't delay. Spring classes all begin in February and March. If you miss out now, you won't have another chance until fall.

short sightings — cont'd

SAN FRANCISCO — In order to keep one's knowledge of Bay pollution sources in perspective, note that on February 20 the San Francisco Regional Water Quality Control District Board told Bay Area oil refineries that they will be allowed to dump 5,000 pounds of selenium into the Bay through the end of 1993 and then 2,500 pounds a year after that. Environmentalists are furious at the amounts, and along with a representative of the EPA, note that the RWWCB's action does nothing to prevent refineries from increasing selenium discharges between now and December 1993.

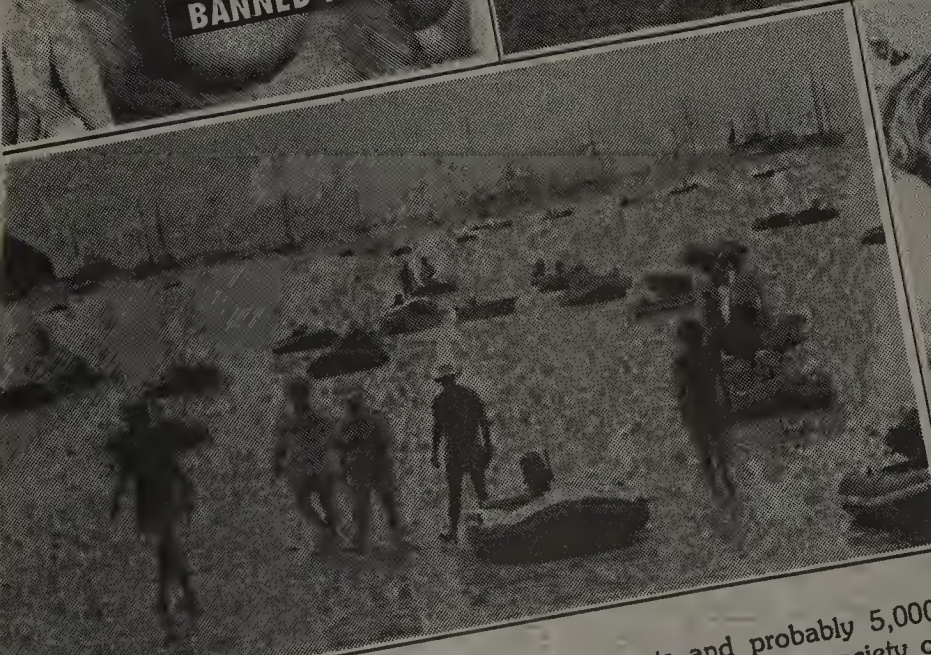
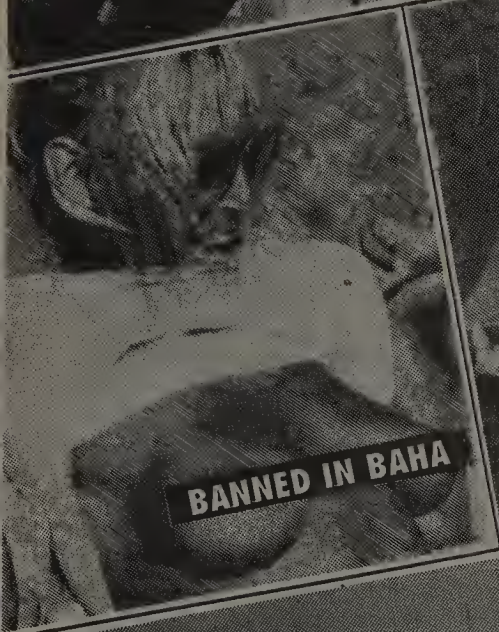
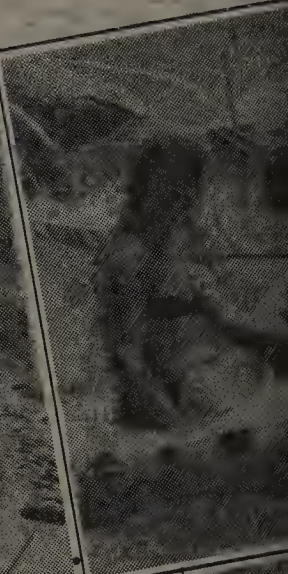
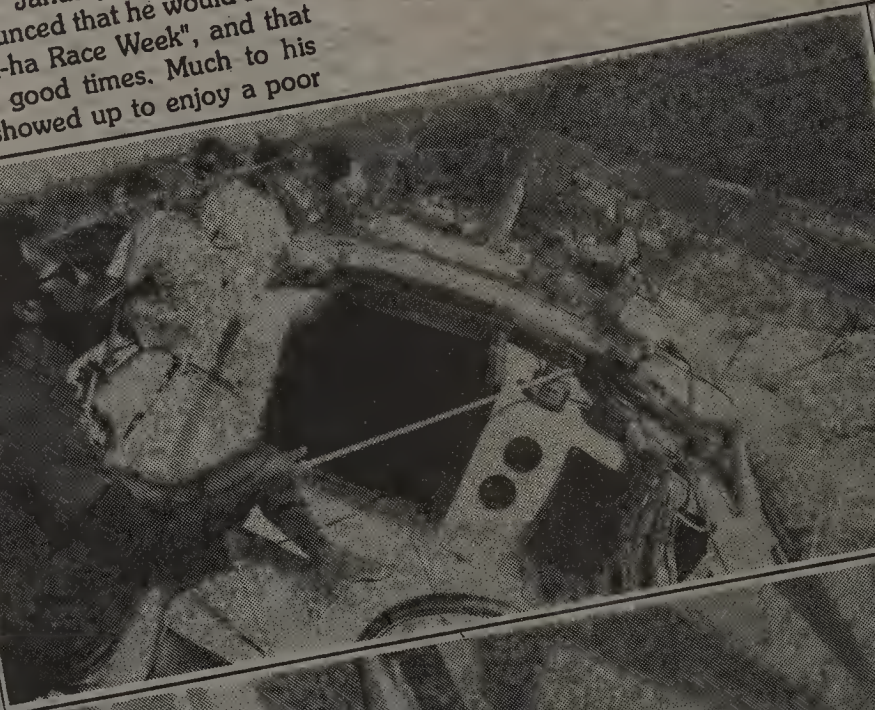
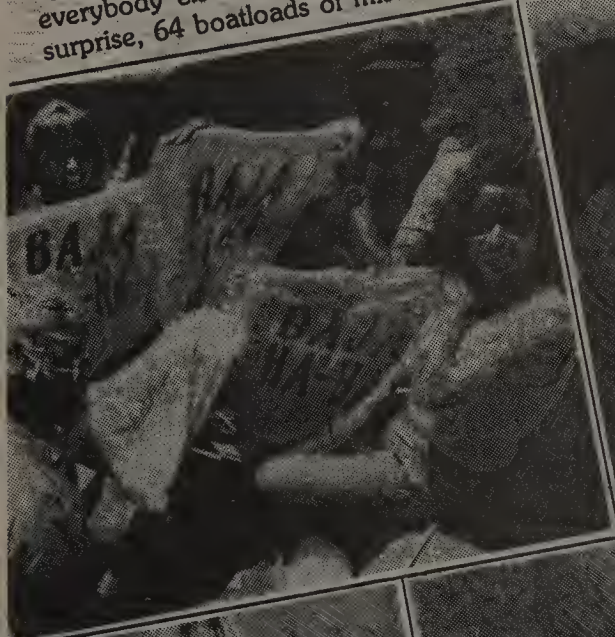
While selenium occurs naturally in alkaline soils and is essential to life at trace levels, even slightly higher concentrations are extremely toxic. The disaster at the Kesterson National Wildlife Refuge in the early '80s, for example, was the result of irrigation water leaching selenium out at toxic levels. Selenium does not occur naturally in the Bay, but is a by-product of San Joaquin Valley crude oil. Selenium, a well-known cancer-causing agent, has already been found in the organs of a number of fish and fowl that call San Francisco Bay their home.

smile — the dog days of summer are coming!



SEA OF CORTEZ SAIL WEEK

It all started with a Sighting's item in the January 1984 issue of Latitude 38. The publisher of this magazine announced that he would show up at Isla Partida for something called "Baja Ha-ha Race Week", and that everybody else would be welcome to join the good times. Much to his surprise, 64 boatloads of mischievous cruisers showed up to enjoy a poor



man's version of Antigua Sail Week. In the six years since, more than 1,000 boats and probably 5,000 mariners have enjoyed the sailing, the fun & games, and the society of

7 YEARS OF

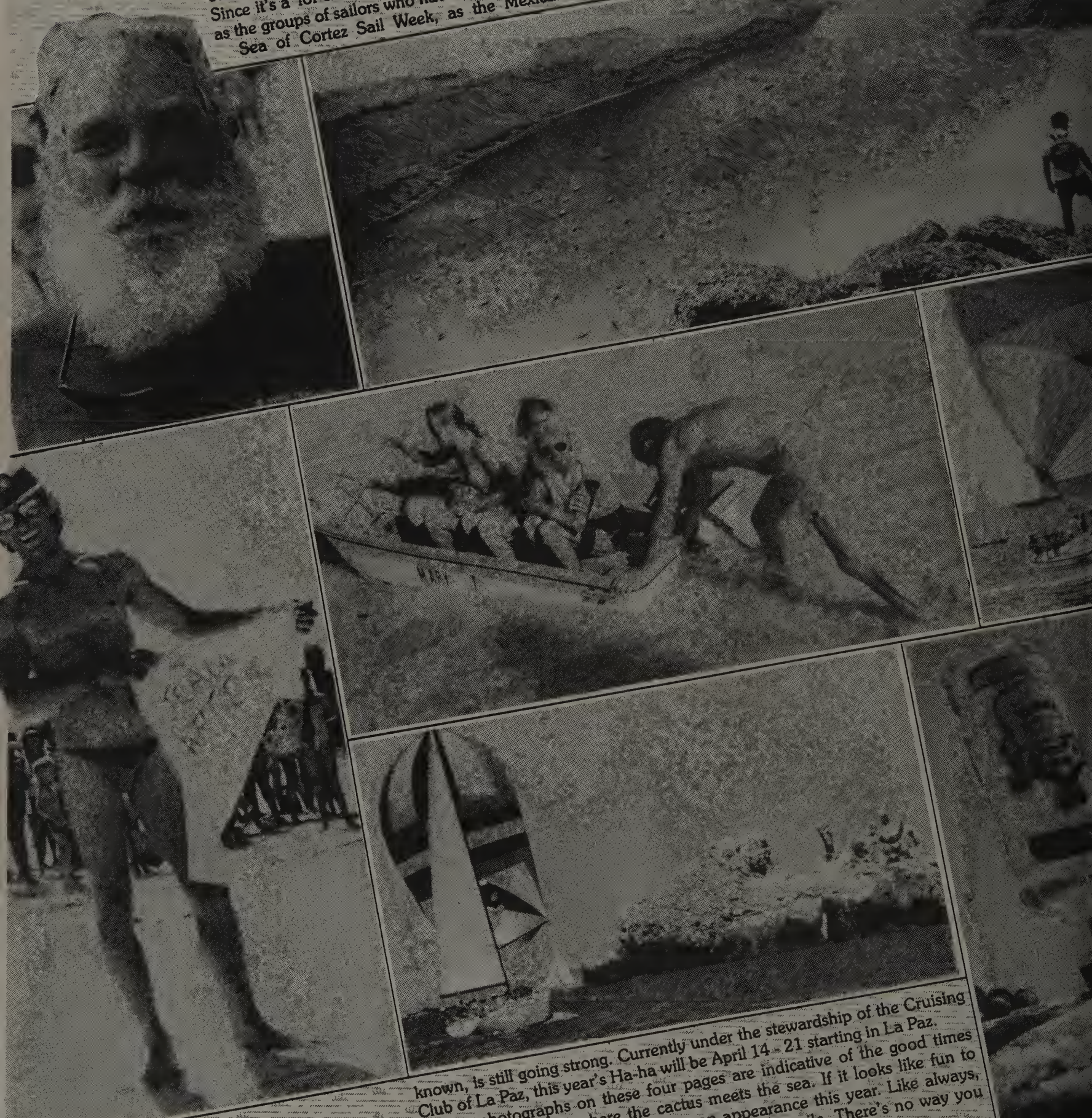




BAHA-HA-HA

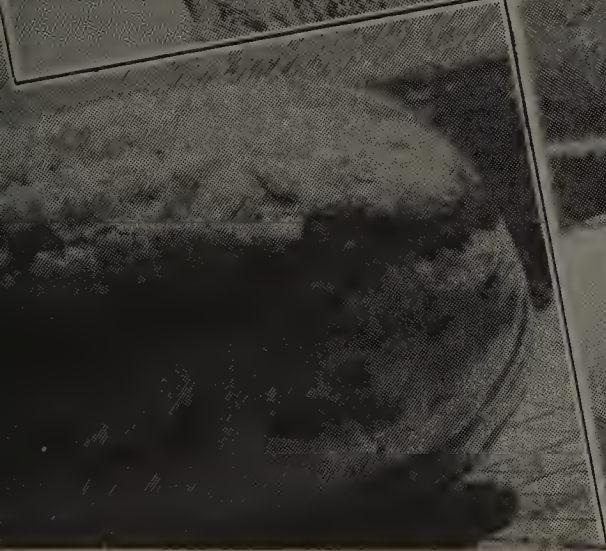
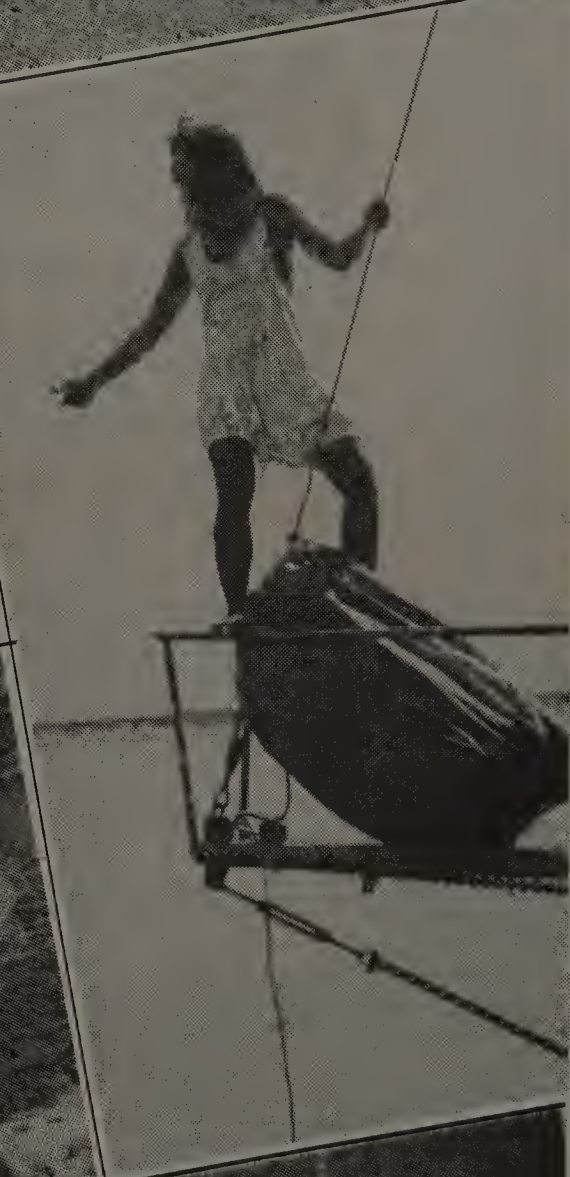
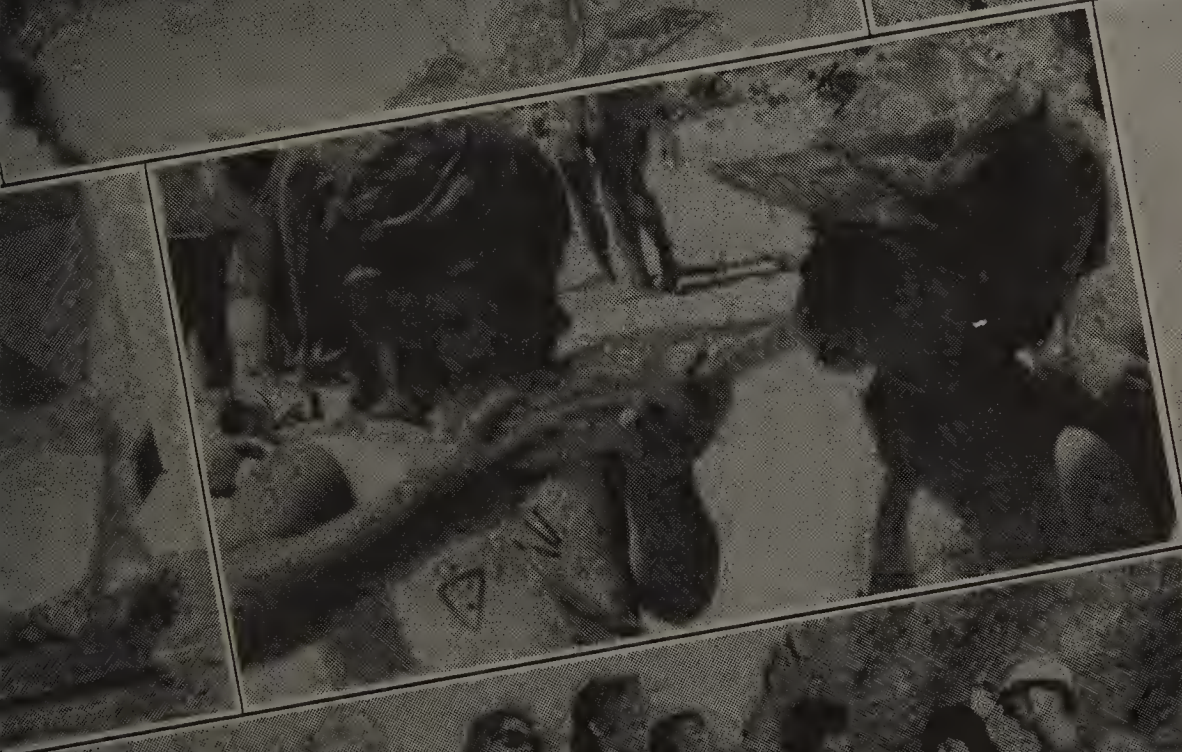
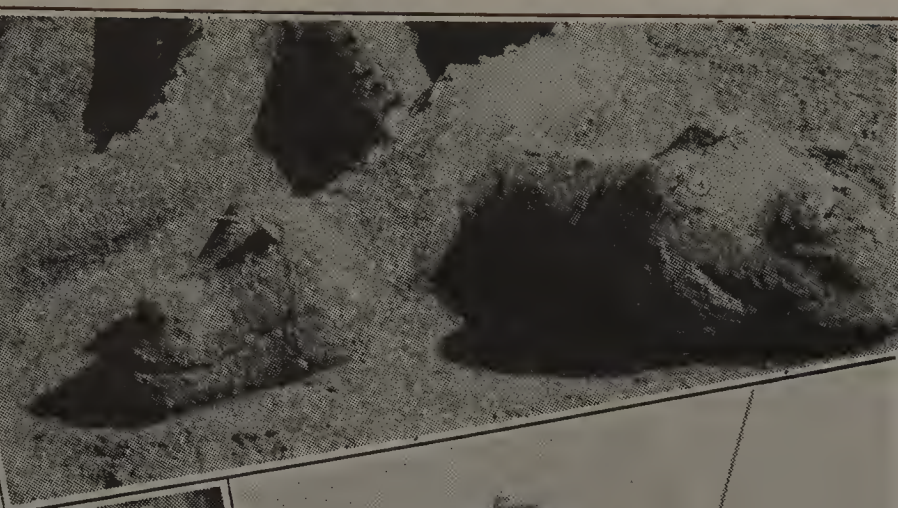
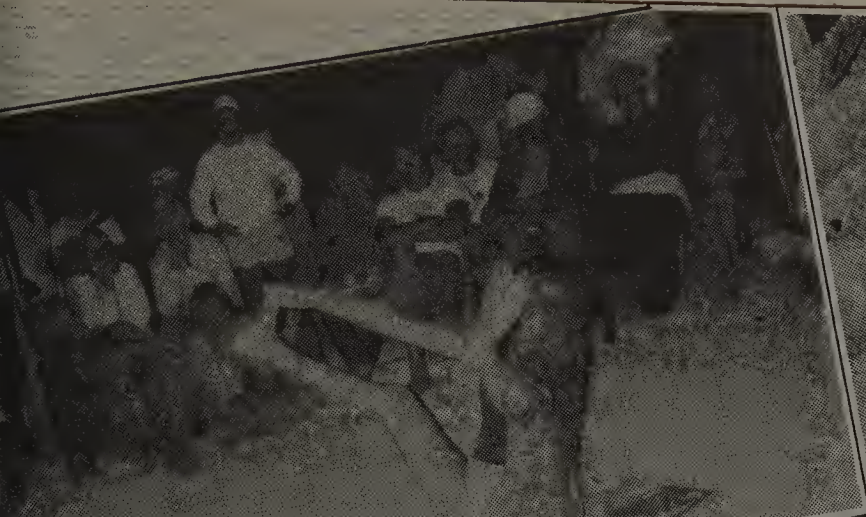
SEA OF CORTEZ SAIL WEEK

other cruisers on the basically uninhabited island 24 miles north of La Paz. Since it's a 'for cruisers, by cruisers' event, each year has been as fun-loving as the groups of sailors who have attended. Sea of Cortez Sail Week, as the Mexican government prefers it be



known, is still going strong. Currently under the stewardship of the Cruising Club of La Paz, this year's Ha-ha will be April 14 - 21 starting in La Paz. The photographs on these four pages are indicative of the good times that have been had where the cactus meets the sea. If it looks like fun to you, you might think about making an appearance this year. Like always, it's absolutely free, but you've gotta bring your smile. There's no way you can Ha-ha with a frown

— latitude 38
7 YEARS OF



BAHA-HA-HA

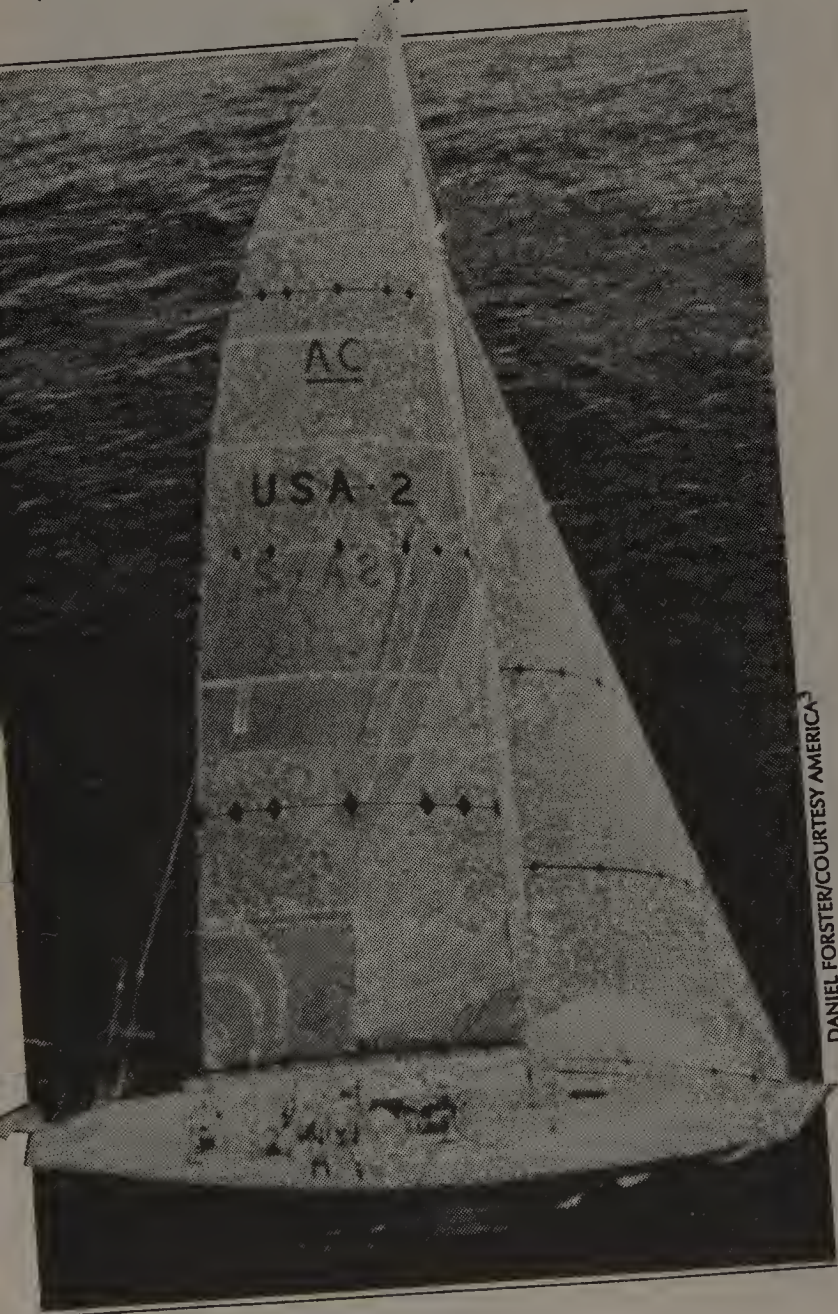
AMERICA'S CUP '92:

Whew! Sorry we're so late. Or maybe an article on the America's Cup 14 months before the fact doesn't seem 'late' to you. What's that? Who said "early"? Bite your tongue! This is the America's Cup we're talking about, folks — the Big Kahuna, the Main Event or, as we like to think of it, the Mother of all Sailboat Races.

You can be sure activity is hot and heavy in each of the 14 camps vying to defend or challenge for sporting's oldest trophy. Whether they're in San Diego or the home waters of 10 different countries, whether they're planning to compete at the IACC (International America's Cup Class) Worlds in San Diego in May, whether they're operating with three boats and a blank checkbook — or no boat and a lot of hopes — the America's Cup phenomenon has definitely begun again in earnest.

And we're talking the 'real thing' this time around. Not some 'diet' Cup race that leaves a bad aftertaste in your mouth like that thing between the catamaran and the giant Kiwi sloop. The tarnish of that court business seems all but forgotten in San Diego these days as the city prepares for the biggest influx of tourists and bucks in its history. And with a whole exciting new class of boats, the 'Classic' Cup racing is back on track.

Here's a first look at who's who, who's where and where it's at for the countdown to America's Cup, 1992.



DANIEL FORSTER/COURTESY AMERICA

FIRST THINGS FIRST

The IACC World Championships — first of their kind anywhere — are scheduled for May 4-11, 1991. These will run similarly to the actual America's Cup series scheduled for May, 1992: the first four days will be taken up with fleet racing (on windward, leeward courses), followed the last two days by matchracing the four top boats (and two bottom boats) against one another on the new America's Cup courses.

At this point, at least 6 boats and as many as 9 will take part. Participating syndicates include America3, Team Dennis Conner, Nippon Challenge, New Zealand Challenge, *Il Moro di Venezia* and the Soviets. The latter, built of aluminum, is unofficial, as that type of construction is not allowed by the new IACC rule. For the worlds, syndicates may enter more than one boat, or charter one from another syndicate.

Average conditions off Pt. Loma in May are 8-12 out of the WSW.

Left, the new IACC boats — next to Michele Pfeiffer, the sexiest new star around. Right, the Nippon Challenge boats (here practicing off Japan) may well pose a major threat in Japan's first ever challenge.

WHERE TO GO

Like most football games, you'll be able to watch both the upcoming IACC Worlds in May of this year and the America's Cup in May of 1992 in much greater detail on TV (ESPN). However, also like football, nothing beats actually being there to see and be part of 140 years of sailing history and tradition.

One of the reasons we're running this piece more than a year before the fact is to clue you in: If you want to be in San Diego to see any part of the 1992 America's Cup, you better start making plans now. If you think motels and marinas within about 100 miles won't be booked up months in advance (some are already), you are not living in reality.

However, berthing and hotels are both available for the Worlds in May. Although it's admittedly not 'the real thing', this will be an excellent trial balloon for the real thing: we'll get to see these new boats in action, gauge who's hot and who's not, and perhaps most importantly (at least for those definitely planning on being there for the America's Cup), figure out what's what as far as public 'viewability' of the goings-on. We'll be there to cover the foregoing aspects, at which time we can give you more detailed information of where to go and what to see. (We'd appreciate any input along these lines from those of you who also plan to attend the Worlds.)

YEAR OF THE CUP

1991

March 11 — ESPN *Setting Sail for San Diego* show, 5 p.m.
March 19 — ESPN, 4:30 p.m.
April 15 — ESPN, 5 p.m.
May 3 — America's Cup Museum opens in San Diego.
May 3-12 — America's Cup Village open.
May 4-11 — IACC Worlds.
June 17 — ESPN, 5 p.m.
July 25 — ESPN, 4:30 p.m.
August 19 — ESPN, 5 p.m.
September 9 — ESPN, 6 p.m.
Oct.-Dec. — Further times and dates for ESPN *SSFSD* shows to be announced.

1992

January-April — Louis Vuitton Cup — the Challenger Selection Trials — and Defender Selection Trials held off Pt. Loma. Ever since the Louis Vuitton company began sponsoring the challenger's regatta in 1983, winners of the Vuitton trophy have also gone on to win the America's Cup.
May 9-14 — America's Cup XXVIII. Best of seven matchraces — the first boat to win 4 races wins the Cup and, as the famous line goes, "There is no second."

— WHAT TO SEE

Until then, you're going to have to settle for the following:

* We can tell you right up front that you can forget any up close and personal contact with the boats. Nor will the general public be allowed in any of the syndicate compounds. However, at least a couple of the syndicates have taken public viewing into account, however fleetingly: The Italians purposely built their cradles high enough so the hulls are plainly visible above their compound fence, and Conner's camp tells us they have plans for some sort of periodic 'through the knothole' public viewing.

* Also ashore, both the America's Cup Village and America's Cup Museum should be up and running by this May. The former, which will operate May 3 to 12, will be located on Embarcadero North, near Seaport Village. It will feature, among other things, a floating barge with a large TV screen piping in live coverage of the racing. (This will hopefully be far improved over a similar deal erected for the 1988 races: the images were so faint in daylight as to be unwatchable — which it was anyway.) The America's Cup Museum will open and stay open throughout the 'Year of the Cup'. Located on the B Street Pier, it will feature lots of Cup memorabilia, including half models

and even (at certain to-be-announced times) the Auld Mug itself.

* On the water is a big question mark right now. Supposedly, part of the thinking behind the new course design was to make it better for spectators. Don't count on it. Except for watching them practice, which the syndicates are doing daily, the only chance you'll have to see them 'close' is if they barge through the spectator fleet during pre-start maneuvering. Otherwise, the clear zone around the starting line is 3/4 mile; around the weather mark, 1/2 mile. Again, for those to whom this will be the once-in-a-lifetime opportunity to see a real America's Cup, that may be close enough. Just bring powerful binoculars.

* Right now, slip availability for boaters planning to cruise to San Diego for either the Worlds or America's Cup is first-come, first-served. By April, an America's Cup spectator's guide should be available through all Southern California marinas and yacht clubs detailing where visiting boaters can berth, anchor and fix their boats. No central phone number for boaters yet, but if it's a hotel or other shoreside function you're curious about, get the lowdown from America's Cup Services, (800) 92-CUP92.

AMERICA'S CUP '92:

With all due respect to Dennis Conner, we have to say the most influential man in the modern America's Cup game is Michael Fay. Why? It was his unorthodox 1988 challenge that catalyzed resolve to end the 30-year reign of the 12-Meters as the AmCup's weapons of choice — *finally*. The 1992 Cup will be raced in exciting new boats (financed by several exciting new players) which should go far toward restoring the auld mug as yacht racing's — or more accurately, match racing's — holy grail.

Initiated ironically by the International 12-Meter Association in 1988 and hashed about by the world's top designers and computers, the new IACC (International America's Cup Class) parameters were finally decided upon in San Diego in March of 1989.

Virtually everything about the new 75-footers, as they're called (for their waterline lengths), is the antithesis of a 12-Meter. They're 20 percent longer, 30 percent lighter, carry 40 percent more sail area and sail 25 percent faster on all points of sail. Sort of a hybridization of maxi yachts and the ULDB 70s, the IACC's have proven nearly as fast off the wind as the latter and faster upwind in certain conditions than the former. Like the 12s, the IACC designs can be biased within certain parameters to take advantage of prevailing weather conditions. For San Diego, everybody will be going for maximum sail area to harness all they can of those light and balmy Southern California breezes.

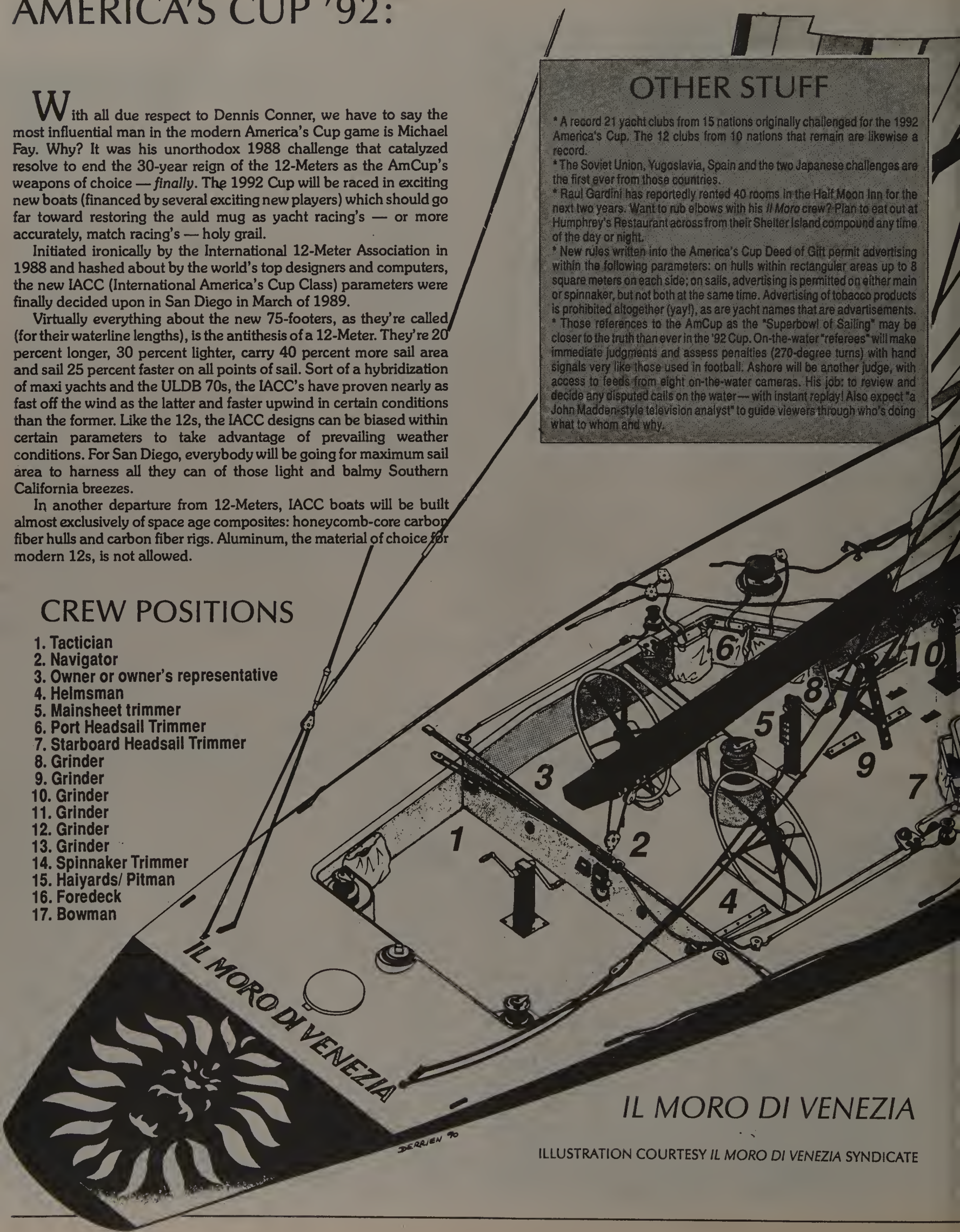
In another departure from 12-Meters, IACC boats will be built almost exclusively of space age composites: honeycomb-core carbon fiber hulls and carbon fiber rigs. Aluminum, the material of choice for modern 12s, is not allowed.

OTHER STUFF

- * A record 21 yacht clubs from 15 nations originally challenged for the 1992 America's Cup. The 12 clubs from 10 nations that remain are likewise a record.
- * The Soviet Union, Yugoslavia, Spain and the two Japanese challenges are the first ever from those countries.
- * Raul Gardini has reportedly rented 40 rooms in the Half Moon Inn for the next two years. Want to rub elbows with his *Il Moro* crew? Plan to eat out at Humphrey's Restaurant across from their Shelter Island compound any time of the day or night.
- * New rules written into the America's Cup Deed of Gift permit advertising within the following parameters: on hulls within rectangular areas up to 8 square meters on each side; on sails, advertising is permitted on either main or spinnaker, but not both at the same time. Advertising of tobacco products is prohibited altogether (yay!), as are yacht names that are advertisements.
- * Those references to the AmCup as the "Superbowl of Sailing" may be closer to the truth than ever in the '92 Cup. On-the-water "referees" will make immediate judgments and assess penalties (270-degree turns) with hand signals very like those used in football. Ashore will be another judge, with access to feeds from eight on-the-water cameras. His job: to review and decide any disputed calls on the water — with instant replay! Also expect "a John Madden-style television analyst" to guide viewers through who's doing what to whom and why.

CREW POSITIONS

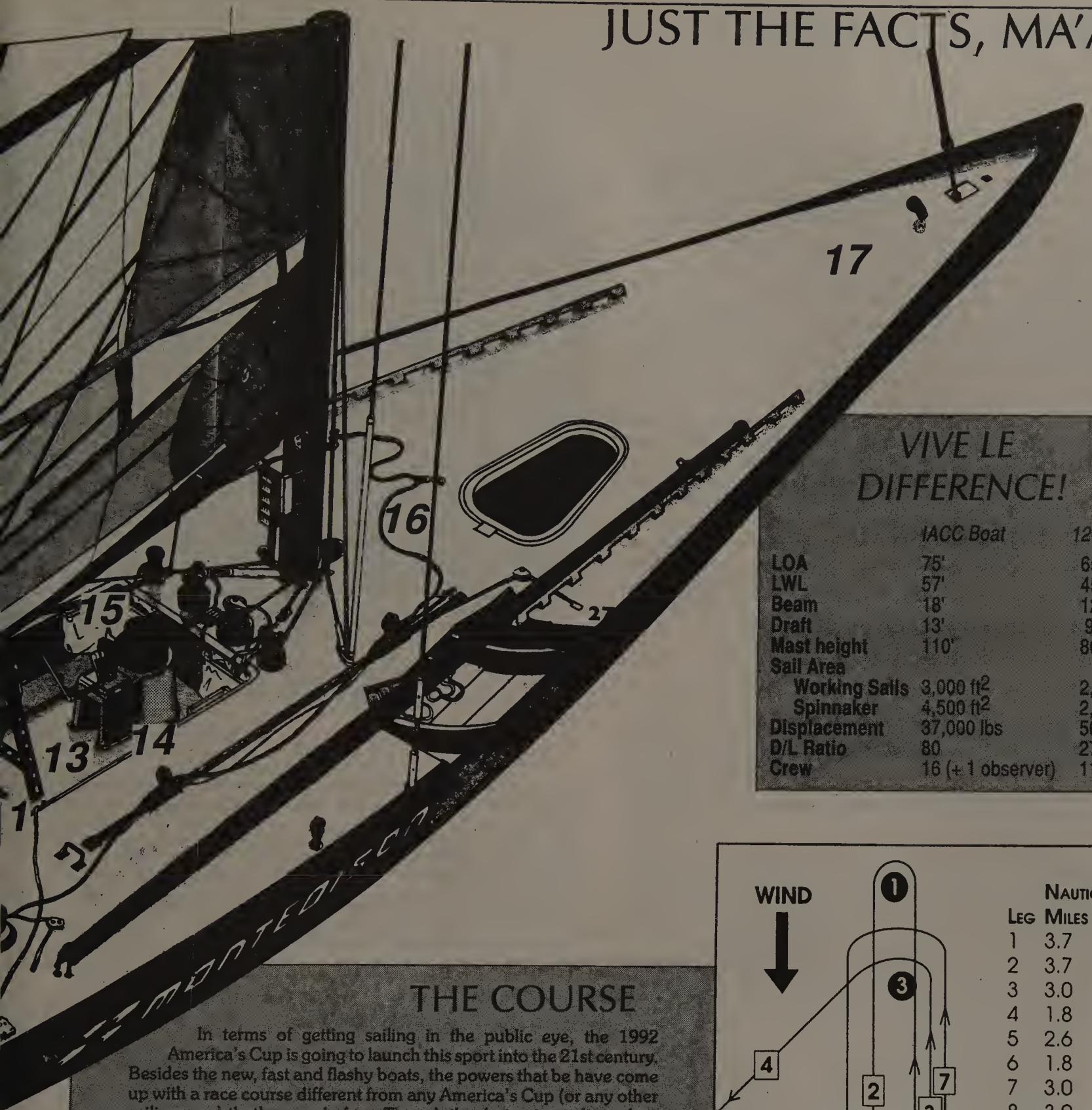
1. Tactician
2. Navigator
3. Owner or owner's representative
4. Helmsman
5. Mainsheet trimmer
6. Port Headsail Trimmer
7. Starboard Headsail Trimmer
8. Grinder
9. Grinder
10. Grinder
11. Grinder
12. Grinder
13. Grinder
14. Spinnaker Trimmer
15. Halyards/ Pitman
16. Foredeck
17. Bowman



IL MORO DI VENEZIA

ILLUSTRATION COURTESY IL MORO DI VENEZIA SYNDICATE

JUST THE FACTS, MA'AM



VIVE LE DIFFERENCE!

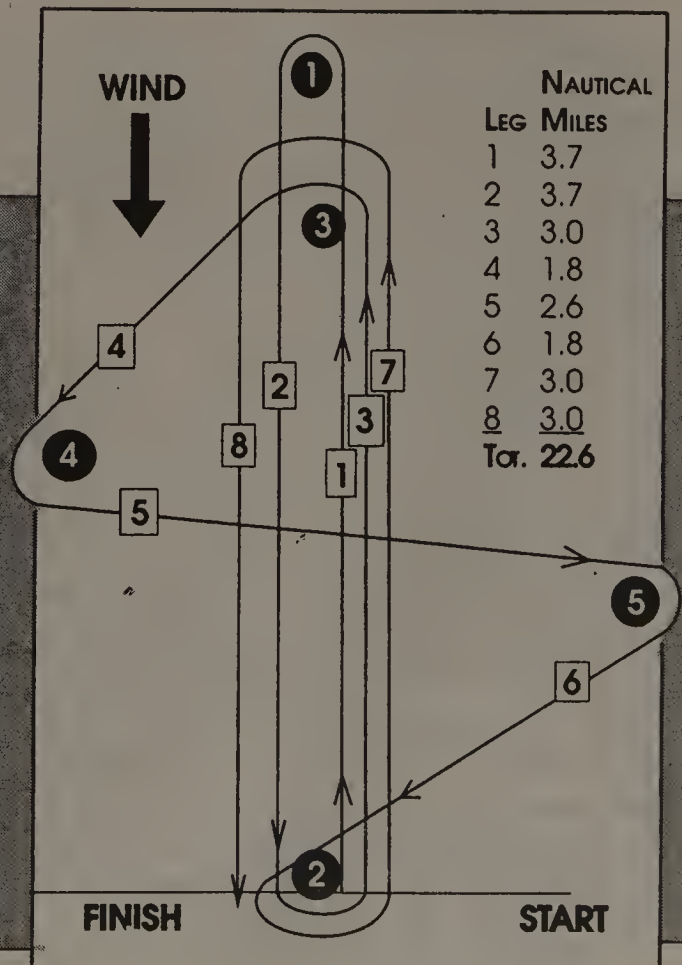
	IACC Boat	12-Meter
LOA	75'	65'
LWL	57'	45'
Beam	18'	12'
Draft	13'	9'
Mast height	110'	86'
Sail Area		
Working Sails	3,000 ft ²	2,000 ft ²
Spinnaker	4,500 ft ²	2,500 ft ²
Displacement	37,000 lbs	56,000 lbs
D/L Ratio	80	270
Crew	16 (+ 1 observer)	11

THE COURSE

In terms of getting sailing in the public eye, the 1992 America's Cup is going to launch this sport into the 21st century. Besides the new, fast and flashy boats, the powers that be have come up with a race course different from any America's Cup (or any other sailing race) that's come before. Though the design is predicated on prime television viewing, it will also be one to try men's souls — and arms and backs and shoulders...

It begins with standard windward/leeward legs of 3 miles apiece, but after the second beat, the boats broad reach over to a fourth mark. Leg 5 is a 2 1/2-mile beam reach to mark #5, then another short broad reach to back to buoy #2. This is where things really ought to get wild, as instead of leaving #2 to starboard, the boats will be required to do about a 300-degree 'hairpin' turn before doing their final windward and leeward legs to finish. The whole course is 22.6 miles long, a distance these yachts are expected to cover (with decent breeze) in "well under three hours" say officials.

Racing site is in the Pacific Ocean off Pt. Loma, the same area in which the 1988 America's Cup 'race' took place between the cat and big boat. Average conditions for May are 8-12 knots from the WSW — but we can always hope for a late season southerly snorter to make things *really* interesting.



AMERICA'S CUP '92:

At this writing, there are five syndicates headquartered in San Diego. Only three are actively sailing IACC boats: Bill Koch's America3 (pronounced 'America cubed'), Raul Gardini's Italian *Il Moro de Venezia* effort and Michael Fay's New Zealand Challenge. Japan's Nippon Challenge should have their boats rigged and sailing by the time this issue hits the streets.

Noticable by their absence on the water (at least in IACC boats) is Team Dennis Conner. In fact, even America3 is sailing a boat they bought from the French syndicate. The reason: prolonged court battles over the outcome of the last Cup 'race' in 1988 delayed startups for American syndicates. But both should have boats in the water by April and with a plethora of talent to pick from, catch-up shouldn't be all that strenuous.

Those who estimate such things contend that fielding a syndicate with any chance at the Cup in 1992 will cost roughly twice what it did in Fremantle in 1987 — or about \$25 million. To foot the bill, almost all syndicates have had to pound on boardroom doors looking for corporate sponsorship. Notable exceptions are Bill Koch, Raul Gardini and Michael Fay, whose well advanced efforts come mostly out of their own pockets.

The larger syndicates, like America3, will employ upwards of 90 people, including complete crews of 16 for each of their three to four boats. The smaller syndicates will struggle along with about half that. Here's a look at who they are.

DEFENDERS

America³

Syndicate Chairman: Bill Koch (pronounced "Coke")

Projected Skipper(s): Bill Koch, Gary Jobson, Buddy Melges

Yacht Club of Record: TBA

Boat design team: Dr. Jerry Milgram, Dr. Helner Meldner

Boats Planned: 3

Location in San Diego: Bay City Marine

Comments: In mid-January, America³ acquired most of the dissolved Beach Boys syndicate design team, including the boat the two syndicates had jointly acquired from the French. Now sailing under the name USA 2, it is currently the only sailing 'American' IACC boat — at least for three weeks out of the month. The fourth is reserved per agreement for the French syndicate's sailing practice. The team's first American-built boat is due for launch April 21. Koch's team has been together for some time, with many of them coming over from his very successful *Matador* maxi campaign, which took the Maxi World championship last fall.

Team Dennis Conner

Syndicate Chairman: Dennis Conner

Projected Skipper: Dennis Conner

Yacht Club of Record: San Diego YC

Boat Design: Dave Pedrick, Bruce Nelson, Alberto Calderon

Boats Planned: 3

San Diego location — R.E. Stait, San Diego

Comments: What can you say about Dennis Conner that hasn't already been said? He's a consummate pro at almost all facets of the on-the-water sailing game. Although not quite as versatile at the onshore politics and sponsorship-solicitation — Team Conner is not yet up to speed numbers-wise — don't think for a minute that San Diego won't rally to put its prodigal son back at the helm even if it means auctioning off the Coronado Bridge. Conner's first IACC boat is due in San Diego in early April. We have to think he'll be favored at the Worlds by May.

CHALLENGERS NOW IN SAN DIEGO

Il Moro di Venezia

Syndicate Chairman: Raul Gardini

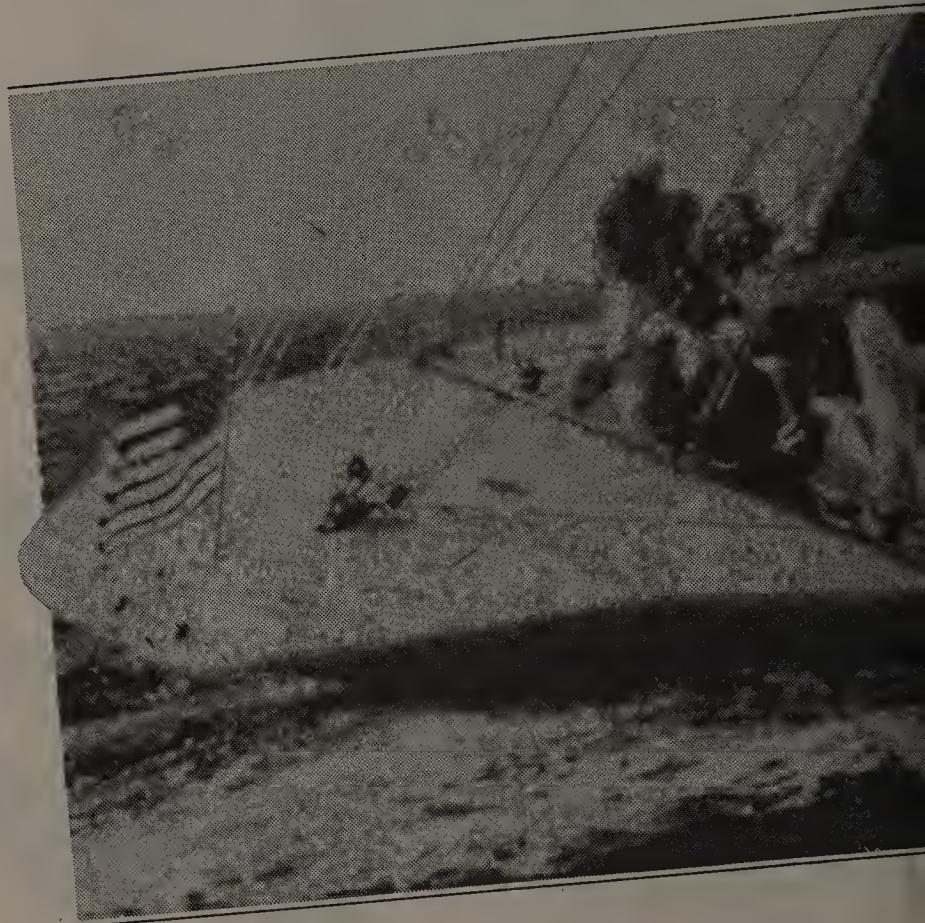
Projected Skipper: Paul Cayard

Yacht Club of Record: Campagna Della Vela

Boat Designer: German Frers

Boats Planned: 4 by fall of 1991

San Diego Location: Driscoll's Boatyard, Shelter Is.



Comments: The Italians arrived *en force* in San Diego in January. To give you some idea of the resources behind this first-rate effort, Gardini's Montedison company — the largest chemical company in Italy and official sponsor of the *Il Moro* challenge — is using the high-tech construction methods of the *Il Moro* boats as a showcase for their engineering capabilities: the boats are being built completely in-house, a first in modern Cup annals. Paul Cayard, a native of the Bay Area, has been sailing Gardini's various *Il Moro* maxis off and mostly on since 1985, with the notable exception of being alternate skipper to Tom Blackaller on the radical front-ruddered USA 12-Meter effort in Fremantle. Paul has recently completed his two-year residency requirement to skipper the Italian entry.

New Zealand Challenge

Syndicate Chairman: Sir Michael Fay

Projected Skipper: David Barnes

Yacht Club of Record: Mercury Bay Boating Club

Boat Design: Bruce Farr

Boats Planned: 3, possibly 4

San Diego Location: "Kiwinado"

Comments: The talented, veteran and well-funded Kiwis arrived in Kiwinado (Coronado) in early January, and already have two gleaming red IACC-class *New Zealands* out sparring, with another on the way. The syndicate says they're trying to keep a lower profile in this AmCup than in the past, including after hours. "New Zealand is a big country full of sailors," says syndicate publicist Maria Ryan. "So there's five people who want to take each one of their positions. They don't really want to go out and be hell raisers."

Nippon Challenge

Syndicate Chairman: Tatsumitsu Yamasaki

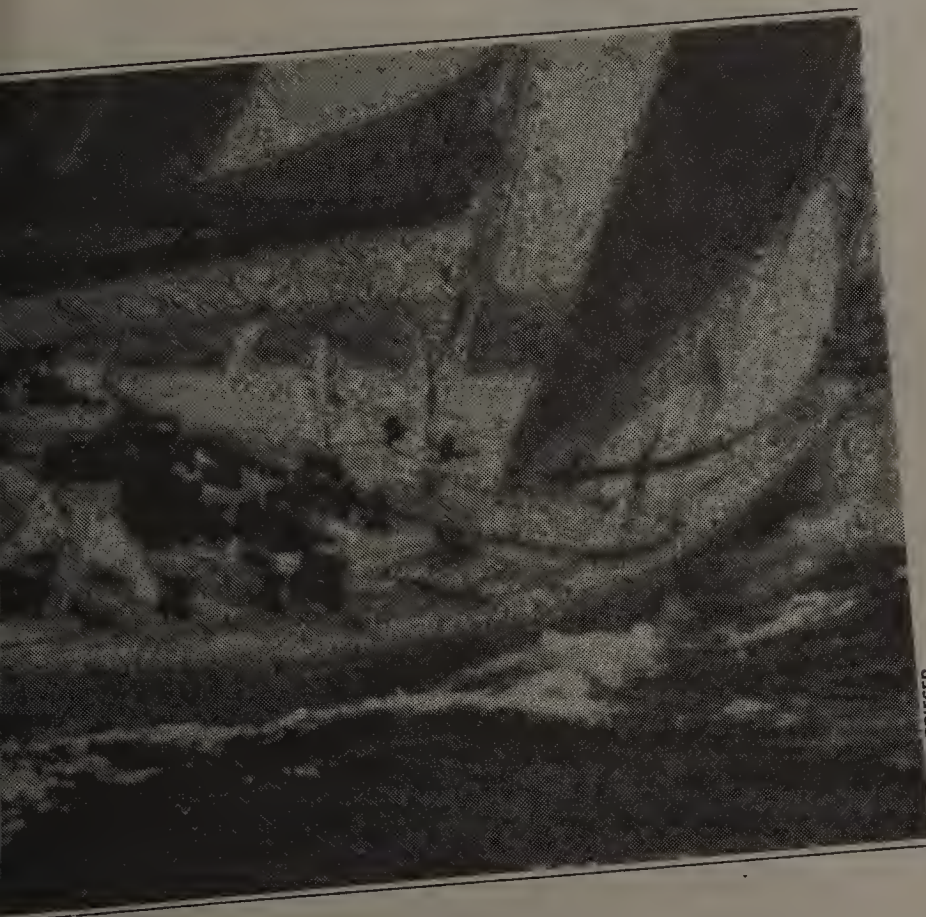
Projected Skipper: Chris Dickson

Yacht Club of Record: Nippon Ocean Racing

Boat Design: NCAC Design Team

Boats Planned: 3 for sure, 4 possible

Comments: If they're not sailing yet, Japan's first two IACC boats should be sparring with one another soon after this issue hits the streets. A big-bucks, all-Japanese effort, except for expatriate Aussie skipper Chris Dickson. You can't miss him — he'll be the only blue-eyed blond guy on board.



BOB GRIESER

CHALLENGERS TO COME

British Challenge

Syndicate Chairman: Peter John de Savary
Projected Skipper: Lawrie Smith
Yacht Club of Record: Port Pendennis YC
Boat Design: Ian Howlett, Phil Morrison, Lawrie Smith
Boats Planned: 1

Comments: The Brits are playing this cup with typical understatement: Though nearly \$20 million has reportedly been spent so far on research and design work, their first (and possibly only) boat won't begin construction until later this year. Which means they won't compete in the IACC Worlds in May — but will certainly benefit from sitting back and watching what works and what doesn't. "That's part of what we're calling eclectic research," says publicist Cecil Scaglione.

Red Star Syndicate

Syndicate Chairman: Valentin Stepanov
Projected Skipper: Bigan Shvilli
Yacht Club of Record: Leningrad Yacht Club
Boat Design: Oleg Larionov, Moville Design Group
Boats Planned — at least 2, possibly 3

Comments: The Russians are scheduled to arrive in San Diego with their first boat at the end of March. Interestingly, as some weird law makes it illegal for a Russian-registered vessel to come into San Diego Bay, the Soviet IACC boat will be registered in California — complete with CF numbers! Also of interest, this first (as yet unnamed) Soviet boat is the only IACC yacht built of aluminum. The reasons: quickness of construction and the fact that it will be used solely as a trainer. Other notes: Oleg Larionov was also the designer of *Fasizi*, the Soviet Union's only entry in the last Whitbread; Moscow's Energia factory, where both boats will be built, also built their space shuttle; and Pepsico has come aboard as their major sponsor so far.

BBC Challenge (Japan)

Syndicate Chairman: Masakazu Kobayashi
Projected Skipper: undecided
Yacht Club of Record: Bengal Bay YC
Boat Design: Osami Takai
Boats Planned: 2

Comments: A question mark. As of mid-February, the BBC Challenge had suspended construction of its boats because of funding problems. Up to now, projected crews have trained on the 12-Meters *Australia II* and *Australia III*, which Kobayashi bought from Alan Bond after the 1987 AmCup.

Spirit of Australia

Syndicate Chairman: Iain Murray
Projected Skipper: Peter Gilmour
Yacht Club of Record: Darling Harbour YC
Boat Design: Iain Murray
Boats Planned: 1 so far

Comments: The Iain Murray-designed, Peter Gilmour-driven 12-Meter *Kookaburra* won a tough-as-nails defender series in the 1987 America's Cup, only to fall four-zip to Dennis Conner's *Stars & Stripes* in the Cup match races. Although operating on a shoestring right now, if the *Spirit* syndicate makes it to San Diego, they'll be tough to beat.

Australian Challenge

Syndicate Chairman: Syd Fischer
Projected Skipper: Colin Beashe (probable)
Yacht Club of Record: Royal Sydney Yacht Squadron
Boat Design: Peter Van Oossanen
Boats Planned: 2 — maybe

Comments: Some still say that Syd Fischer's *Steak & Kidney* was the fastest 12-Meter in Fremantle. It just got that way too late in the elimination trials to have a shot at defending. This time around, Fischer is back with a low-buck but so far on-track effort to be in San Diego sometime in late '91.

Association Pour L'America's Cup en France

Syndicate Chairman: Eric Ogden
Projected Skipper: Marc Pajot (probably)
Yacht Club of Record: Yacht Club de France
Boat Design: Philippe Briand
Boats Planned: 3

Comments: Pajot, who helmed the controversially-named 12-Meter *French Kiss*, remains controversial. In the worst political infighting of any syndicate so far, he fired Ogden, then Ogden fired him, then the Mayor of Paris threatened to stop funding unless Pajot was rehired, etc., etc. Somehow, the French always seem to pull it together at the end though, and the French crew has already been sailing their first boat (owned by Koch's America3 syndicate) while they set up shop in San Diego.

España '92/Quinto Centenario (Spain)

Syndicate Chairman: Pedro Campos Calvo-Sotelo
Projected Skipper: undecided
Yacht Club of Record: Monte Real Club de Yates de Bayona
Boat Design: Oficina Tecnica de Desafio España Copa America
Boats Planned: 2

Comments: The first-ever Spanish Challenge suffered its first setback during its maiden voyage — the keel bulb fell off. Now back sailing, the syndicate has received unexpected support in the person of Harold Cudmore, the Irish driver of Britain's 1987 challenger *White Crusader*, who has been whipping the Spanish crew into shape.

New Sweden

Syndicate Chairman: Tomas Wallin
Projected Skipper: Olle Johansson
Yacht Club of Record: Stenungsbaden
Boat Design: New Sweden Design Team
Boats Planned: undecided

Comments: It's been a few years since the Swedes fielded an AmCup challenger, and the way this syndicate's been going, it's going to be a few more.

YACOMA d.d. (Yugoslavia)

Syndicate Chairman: Bojan Butolen
Projected Skipper: undecided
Yacht Club of Record: Galeb
Boat Design: Stanislav Kovacevic Nano
Boats Planned: 2

Comments: An amazingly well-organized and marketed effort thus far, with their first boat under construction (of wood) and a second carbon fiber one on the drawing boards. Expert dinghy sailors, the Yugoslavs will probably find themselves outclassed if they make it as far as San Diego. No matter how this grass-roots effort fares on the water, the love-the-underdog American audience could well make them sweethearts of AmCup '92.

*Resort is our
middle name.*



At Sunroad Resort Marina, the newest and most modern boating facility in San Diego, you'll enjoy all the amenities of a resort... and best of all, great service provided by a caring crew.

California and Arizona phone toll-free
1-800-622-7547

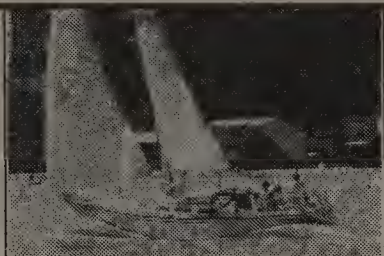


955 Harbor Island Drive, San Diego, CA 92101

*Temporary Slips
Available*

"Getaway" Cruising on San Diego Bay

Since 1975 Set Sail Yacht Charters has provided professionally maintained sailboats for bareboat and crewed charters. Yachts 30' to 53', excellent for daysailing, vacations or watching the America's Cup races. We're only two minutes from the San Diego Yacht Club and the Italian Syndicate Headquarters.



Set Sail
YACHT CHARTERS

Call Now..... **619/224-3791**
Fax..... **619/224-8736**

2071 Shelter Island Drive
San Diego, California 92106

SAIL SAN DIEGO

Beautiful Weather, Sunny Skies, Gentle Breezes.
Sail and Power 24' to 50'. Watch the America's Cup
boats sailing daily just outside our door.

800-456-0222



Located in Marina Cortez
1880 HARBOR ISLAND DRIVE
SAN DIEGO, CA 92101

CHARTER BY THE DAY-WEEK-MONTH, ASK ABOUT OUR QUALITY TO CHARTER PROGRAM

NOTICE TO MARINERS!

The CALIFORNIA YACHT MARINA is the newest, most modern in the San Diego Bay. The latest in dock design, controlled access to parking reserved exclusively for tenants. Tiled showers, BBQ area, 30 & 50 amp electrical plus cable TV. That, the ever helpful dock crew and the friendly atmosphere in the dockmaster's office will make your day.

Call us for our rates, you'll be pleasantly surprised.

CALIFORNIA YACHT MARINA

640 Marina Parkway
Chula Vista

Phone 619/422-2595

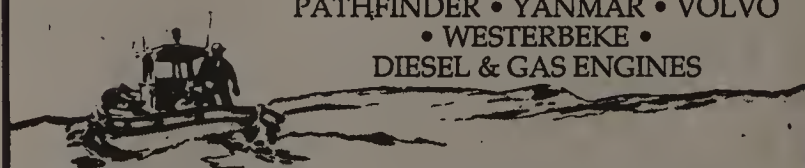
EXIT I-5 AT J STREET IN CHULA VISTA
TURN WEST 2 BLOCKS TO MARINA.



GOLDEN STATE DIESEL MARINE

PARTS AND SERVICE

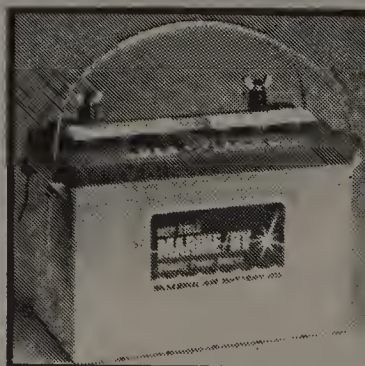
PATHFINDER • YANMAR • VOLVO
• WESTERBEKE •
DIESEL & GAS ENGINES



351 EMBARCADERO
OAKLAND, CA 94606

(415) 465-1093

HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine
chandlaries and service distributors:

Landfall Marine, Sausalito
Mariner Boat Works, Alameda
Neville Marine Electric, Alameda
Stone Boat Yard, Alameda
Svendsen's Chandlery, Alameda
Proper-Tighe Marine, Alameda
Star Marine, Alameda
Golden State Diesel Marine, Oakland
Boater's Friend, Berkeley
Scandinavian Marine, Berkeley
Bay Yacht Service, Alameda
Energy Technology Systems, Byron

AMERICAN BATTERY

Hayward, CA (415) 881-5122

LET'S GET RATE TO THE POINT!

\$6.50 to \$7.15/foot

**CHULA VISTA MARINA
691-1860**



CABRILLO ISLE MARINA An Almar Marina

*If you are proud of your boat,
take pride in where you keep it!
Let our professional staff with years of
training take care of your every need.*

*Cabrillo Isle Marina is conveniently located
between the two Sheraton Hotels on Harbor Island.*

Cabrillo is one of the Almar Marinas.

*When you join one Almar Marina,
you enjoy free guest privileges up and down the coast.*

- Concrete Docks
- Secured Gates & Parking
- Full Night Security
- Washers & Dryers
- Phone & TV Cable Available
- Electric Hookups
- Lockable Dock Boxes
- Clean Restaurants & Showers
- Liveaboard Slips Available Now
- Manager Lives on Premises
- Walk to Airport
- 5 Minutes from Downtown
- Restaurants Within Walking Distance
- Ample Free Parking
- Landscaped Grounds
- Deli & Cafe on Premises

**Guest Slips Available
Call for Reservations**

**1450 Harbor Island Drive
San Diego, CA 92101
(619) 297-6222**

Marina Manager: Bob Swanson

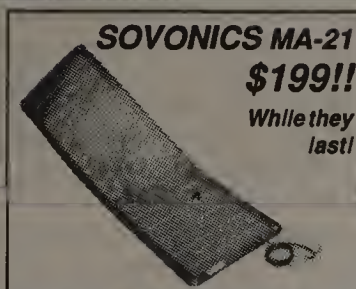
In the
Heart of
America's
Cup Action

GET A REAL CHARGE AT DOWNWIND MARINE

- Solar Panels by Kyocera, Arco, Solarex, Sovonics
- Quick Charge High Output Alternators
- High Output Regulators
- Redwing Wind & Trolling Generators
- Inverters • Multistep Chargers

**Downwind Marine is a full line energy
store as well as a complete chandlery.**

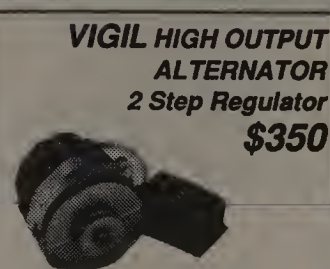
ENERGY SALE



SOVONICS MA-21

\$199!!

*While they
last!*



**VIGIL HIGH OUTPUT
ALTERNATOR**

**2 Step Regulator
\$350**



THE CRUISER'S CHANDLERY
Lat. 32°43'N - Long. 117°14'6"W

We'll Ship Anywhere!

**2819 Canon St.
San Diego, CA
(619) 224-2733
Fax (619) 224-7683**



RUSSELL LONG

San Francisco real estate developer Russell Harrison Long, age 35, has it all — he's handsome, wealthy, has degrees from the best schools, and possesses a worldliness and confidence uncommon in people twice his age. Long's got the usual local trappings of success, too — his own business, a condo in the Upper Marina District, a few boats, a beautiful girlfriend, membership in the right clubs and more — but, heck, we won't hold it against him. In fact, as we found out last month, Russell's a really nice guy — down-to-earth, humorous, and passionate about various causes.

All of which has nothing to do with why we're profiling him. You see, there's one more thing: Russell Long is also the fastest sailor in the world, having set a new world speed record for sailboats (37.18 knots) last October in a radical-looking 14-foot long contraption called Longshot.

Long was born and raised on the plush Upper East Side of New York City. After prep school at St. Georges in Newport and college at Harvard, Russell burst on the America's Cup scene in 1980 as the young owner/skipper of the ill-fated Clipper, an era he looks back on with mixed emotions. That experience left him literally sick (cancer of the lymph nodes), but through surgery, a strict macrobiotic diet and a positive attitude, Long fought his way back to full health — possibly the greatest victory of his life. Subsequently, Russell earned an MBA in marketing from Columbia Business School, moved to San Francisco, and hung out his shingle (his unique office — where we conducted this interview — is in the wheelhouse of the ferryboat Santa Rosa).

But if there's a theme to Long's life thus far, it has been sailing. After years of campaigning big boats — his father, Huey Long, has owned a string of famous maxis named Ondine — Russell now prefers smaller hot-rods like his Ultimate 30, his windsurfers and, of course Longshot, his record-breaking 'tri-foiler'. "My boats are getting smaller — and faster — every year," says Long enthusiastically. "I'm fascinated by speed, and want to go even faster."

38: What are your earliest memories of sailing?

RL: Well, they're mostly of sailing on my father's various *Ondines*, and I remember feeling really, really small. I'm told I first went offshore at age three; Pop still tells the story of how I bit my watch captain on the knee for letting me sleep through a watch. Actually, my first vivid memories are of a Fastnet Race when I was seven. It blew about 60 knots that year, and I remember being thrown out of my bunk three times, and throwing up virtually throughout the race. It was a pretty miserable experience.

38: We take it you're still not a big fan of ocean racing?

RL: True, partly because I still get seasick — which is discouraging — but mainly because I find it boring. I've done enough of it — TransAtlantic Races, TransPacs, Bermuda Races and a bunch of incredibly hateful SORC races — to know that I prefer tighter, round-the-buoys competition — and in faster boats.

38: Which was your favorite of the many *Ondines*?

RL: Who knows? Probably the last one, though the second one was easily the most famous. *Ondine I* was a black 53-ft wooden yawl, but that was a little before my time. The second one, a Tripp 57 yawl we had in the early '60s, was the first racer ever built out of aluminum, and she won *everything*: Sydney-Hobart, Buenos Aires-Rio, TransAtlantic, you name it. That's also the one I did that fateful Fastnet Race on. . . *Ondine III* was a Tripp 73 that wasn't up to Bill's usual standards; *Ondine IV* was, let's face it, a real pig. In fact, we actually called that one 'The Blue Pig', though never in front of my father! She was a Chance 73 that came out of Derecktor's Yard a few days before the 12-Meter *Mariner* — talk about a bad week for boats!

The next one, a Milgram 82, was a complete and total disaster, though it really wasn't Jerry's fault. Palmer Johnson, the builders, really screwed up — adding something like 6,000 pounds above the waterline — and I still don't think my father should have taken delivery of it. *Ondine VI* was a 105-foot cruising sailboat that I had dinner on once. I wouldn't know what else to do on a boat like that — I'm still not into cruising at all! The last one, *Ondine VII*, a Frers 80, was a good boat — we won the Maxi Worlds in '86 — but she was quickly outdated by the fractional rigs. My father sold her to the Japanese a year ago, and he's currently boatless. Anyway, that game is getting out of hand.

38: What was it like sailing with your father?

RL: Let's just say it wasn't always easy. He had a reputation as a slave-driver, kind of a modern-day Captain Bligh — an image I think he actually enjoyed! Anyway, there was certainly no doubt who was in charge. We get along fine now, but that wasn't always the case.

I still remember what he did to me back in my long-hair 'hippie' phase. It was after the '71 TransPac: we had finished third behind *Passage* and *Blackfin*, and everyone on the crew was given a bottle of champagne as we crossed the finish line. There was plenty more at the dock, and being only 15 and not knowing better, I got royally hammered. I woke up a day and a half later with what was my first and, to this day, the worst hangover I've ever had — and discovered that the port side of my head had been shaved while I was passed out! Of course, Pop naturally disavowed any knowledge of the incident; I later found out the captain had done it on his orders.

38: Have you personally owned a lot of boats?

RL: Mostly small ones — well, with the exception of the two 12-Meters. My first boats were a Sunfish and a 12-foot planing dinghy called an *Enterprise*, which I sailed for three summers in Bermuda when I was about 12 or 13. I was in the junior program at the Royal Bermuda YC — that's when I won my first couple of races and began to get excited about sailing. I pretty much hated it until then.

A bunch of dinghies followed: a Laser, a Tempest that I took to the '71 Pre-Olympic Trails, an Interclub, a Lark, a 470 that I was going to campaign for the '80 Olympics but gave up when the America's Cup opportunity arose, the 12s (*Independence* and *Clipper*), and a Shields. Since moving to the West Coast, I've had a bunch of boards, the Ultimate 30 (*Team Duraflame*) and now the tri-foiler.

38: Where are the latter two boats these days?

RL: *Duraflame*'s down in Santa Cruz at Water Rat, Larry Tuttle's shop. By the way, it's for sale — interested? It's still a decent boat — we won \$50,000 at the Milwaukee Ultimate 30 contest in September '89, but frankly we've had a series of disasters since then — guys falling overboard, masts breaking, that sort of thing. Anyway, Ultimate 30s — or Open 30s, or whatever they're called this week — seem to be dying. Professional sailing has a lot more potential in Europe. . . between the war and a lackluster economy, I don't think you'll see a commercially viable pro sailing circuit in the States for quite some time.

Anyway, the other reason the 30 is for sale is that I got interested in this speed sailing thing. *Longshot*'s down at Greg Ketterman's shop in L.A., where it's still being patched back together after I blew it up last October. We're getting ready to go after the absolute world speed sailing record this spring. *Crossbow II*'s record — 36 knots, set in 1980 — was the fastest sailboat speed ever recorded until *Longshot* came along — and remember, *Crossbow* was a 60-foot, big bucks program. Their milestone was finally eclipsed in '86 by windsurfers — which for purposes of the record aren't considered sailboats — and now the absolute record is held by boardsailor Pascal Maka of France. A year ago, he hit 42.91 knots (49 miles per hour) at the man-made 'French-Trench' on the South of France, sailing in 55 knot winds! I broke *Crossbow*'s record in only 25 knots, so I know the boat has the potential to go faster — if it holds together.

38: Can you tell us more about your next attempt?

RL: Sure, there's nothing to hide. We're planning to do it on Bodega Bay starting around April 15, which is the peak wind time around here. My team — designer Greg Ketterman, his brother Dan, Larry Tuttle, sailmaker Barry Spanier from Maui and an assorted group of part-timers — will all be there, and I'm flying a 'commissioner' in from Connecticut to ratify the record for the World Sailing Speed Record Council in England. You have to pay for their living expenses as well as a \$2,000 fee for their services, so it gets kind of expensive.

We considered some other high wind, flat water sites (San Luis Reservoir and even the Delta), but Bodega Bay appears to work best. Another plus is nearness of the location: rather than sit somewhere for 10 days waiting for the wind — like we did last fall up in Canada — I can get things done around the office until conditions are optimal. We'll monitor the weather at Point Arena, and when it's really howling there, we figure it'll be just right at Bodega Bay the next day. We'll have to do it during slack tide, and we'll tow the boat upwind as the 'track' is too narrow to tack upwind in.

38: Aren't there sharks in Bodega Bay?

RL: (Laughs) Yeah, if the crash doesn't kill me, maybe the sharks will!

38: Seriously, is speed sailing dangerous?

RL: No, not really. I suppose I should be scared to be strapped like some kind of kamikaze guinea pig into this torpedo-thing and then go bombing along on the edge of control, but I don't stop to dwell on it. It's like when I raced Grand Prix cars — you don't have time to be scared, you just react. Anyway, I wear all kinds of protective gear: a lycra one piece suit, covered by a full wetsuit and/or a dry suit, a motorcycle helmet, gloves and an emergency oxygen tank in case I get tangled up in the gear when the thing explodes.

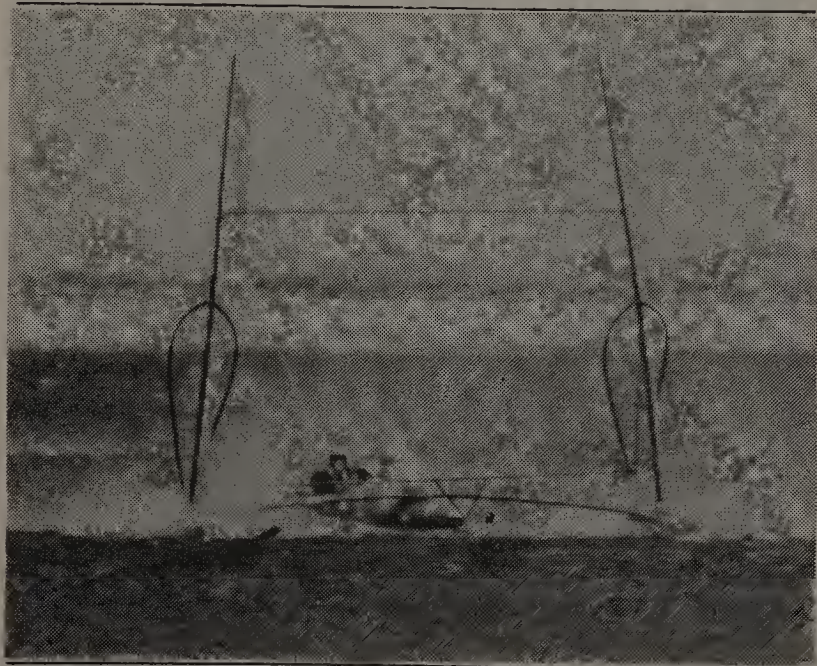
38: How did you fall into this crazy sport?

RL: Well, my friend Garrett Loube (Irv's son) and I began thinking about it back in 1985, but I only got serious after talking to Jerry Milgram and Britt Chance during the '88 Big Boat Series. Both thought 50 miles an hour was an achievable and worthy goal — kind of the four minute mile for sailboats. Actually, with refinements to the *Longshot* concept, I'm now confident that 50 knots is possible, which is about 58 miles per hour.

Anyway, I got together with Greg Ketterman — the designer of the tri-foiler and literally a rocket scientist — on the recommendation

THE LATITUDE 38 INTERVIEW:

of Randy Smythe. Greg let me test sail the prototype — it looked so frail! — out of Cabrillo Beach in the fall of '89, and I was immediately hooked. The boat hit 25 knots in something like 13 knots of wind! Three minutes later, all kinds of gear started ripping loose — masts, rudder shear pins and more — and I began to get the impression that the project was still in the R&D phase. But I was convinced of the boat's potential, and offered to buy the design more or less on the spot.



'Longshot' — the fastest sailboat in the world!

38: Why didn't Ketterman go after the record himself?

RL: Well, he wanted to, and I think the world record I set with *Longshot* was ultimately a bittersweet victory for him. We were competitors up to a point — his sistership boat broke down in the Texas attempt, and then I think he ran low on resources and time. For the Canada trip, I invited him along as our designer and builder, not as a competitor. I had actually wanted Larry Tuttle to build the boat, but Greg insisted he build it (though Larry built the foils and other components), so we were 'partners' in the deal anyway.

38: Can you describe what the boat is like?

RL: Not really! It's like nothing anyone's ever seen — a wierd little waterbug, kind of a water-going Lego set. Someday, I'll display it in a boatshow, or bring it to the St. Francis YC. . .

Basically, it's a little trimaran with two connected windsurfer masts providing about 150 square feet of sail area. It's designed to lift up out of the water onto three hydrofoils, and there are mechanical sensors on the front end of each ama which maintain the correct 'attitude'. It's vital that the foils all stay submerged at the optimal depth. Unlike normal multihull sailing, the idea is *not* to fly a hull.

What else can I tell you? The whole thing weighs 201 pounds, and comes apart for car-topping. You steer with your feet and work the mainsheet and mast-rotators with your hands.

38: Tell us about your first shot at the record, the one down in Corpus Christi.

RL: It was back in June of '90, a week before the Ultimate 30 race down there. I set it up as a collaborative event — we shared costs and resources — with three other boats: Greg's tri-foiler and a pair of local Texas efforts, Mike Zuteck's canted Tornado rig and John Maudlin's catamaran. It was the first major attempt at a speed record in this country since about '85, when the Gougeon brothers demolished *Slingshot* near Corpus in a 50-knot squall. Let's face it, this sport — or quest, or whatever it is — doesn't really exist much outside of Europe.

Anyway, we were there for a week, and Greg took the first shot

at it. He hit 29 knots on one run, but then blew his rudder off and was out of the running for most of the week. The wind, which was averaging about 16 knots, wasn't strong enough for Zuteck's boat, but it was enough to cause Maudlin's boat to break down, so by attrition, I was the only one left.

I really had no idea what to expect, as we'd assembled *Longshot* completely for the first time only hours previous. I'd sailed it only about five minutes prior to heading for the starting gate, and I still remember the adrenaline rush I felt at that moment. . . It's complete white-knuckle sailing; the boat can accelerate from 0 to 30 knots in under 5 seconds! It's unreal!

Three runs later, I headed in to see what my times were, and found out I'd broken the B Class (150 to 235 feet of sail area) world record on the first run! Two days later, in 17 knots, I upped that record a few more clicks to 34.53 knots. Then, sailing upwind in smooth water, the windward hull dipped — due, we think, to sensor failure, and the whole boat destroyed itself. If I'd gone 1.57 knots faster (i.e., broken *Crossbow*'s record), our sponsor Neil Pryde would have given me \$10,000. Instead, it cost over \$5,000 for repairs!

38: How did you find the next location up in Canada?

RL: After the Texas trip, I was pretty obsessed by the idea of breaking 36 knots. The season had passed in the States (all of the high speed venues, including Bodega Bay and Corpus Christi, peak in the spring), so we looked around up north for a place with Fall 'chinook' winds. We found Stafford Lake through one of Barry Spanier's contacts, who told us to expect winds of up to 50-60 knots — and that the lake freezes by the end of October!

Two months later, our team arrived in Lethbridge, Canada for the next assault on the record. Actually, Greg and I almost didn't make it — we were at the airport, absorbed in our by-now familiar technical arguments, when the plane left without us. We were 10 feet from the boarding ramp the whole time — talk about embarrassing! After pouring out our life stories to some pretty amused gate agents, we were allowed on the next plane. "It's blowing 45 in Lethbridge today," they assured us. . . We were confident the record would fall the next day.

But by the next morning, the chinook had blown through. The lake was completely motionless, and we all got a little depressed. Dan Ketterman told us it had blown so hard the day before he had trouble standing up. . .

38: Sounds like *The Endless Summer* — "you should have been here yesterday".

RL: Exactly, and things got even worse. There we were, stuck in this awful arctic version of Kansas, with nothing around for miles except flat plains and cows who kept knocking down our course markers and slobbering on our rental cars. We passed the days puttering around the lake, launching the crash boat and setting up the course — which is how we noticed that the water level was going down each day! It turned out the local water authority was in the process of lowering the lake level in order to work on the pumps at this nearby dam. The lake was already about halfway down from its normal 17-ft level and underwater 'islands' and weeds — the enemy of foils! — were starting to be exposed. The whole situation was looking completely grim — the air temperature was hanging in the 20s, it was snowing off and on. . . and still no wind on the horizon.

38: How long did you have to wait?

RL: On day five, a low pressure zone finally moved in and we got the chinook winds again. We launched the boat into the 40° water — God, it was cold! — and got to work. I had a lot of tuning problems, and almost backflipped the boat going to windward; our videos show both sensors six feet up in the air, and only the rudder in contact with the water. Eventually, I hit 33 knots in 30 knots of breeze, but there were too many holes in the wind that day. On what turned out to be the last run of that day, the motorboat pulled up close to *Longshot* to check for weeds; a puff hit, and I accidentally jibed into the chase boat, snapping one of the carbon fiber masts like a twig. We spent a

long night readying a spare mast and wondering if the winds would hold. . .

But as Woody Allen once said, "Half of success in life is just showing up" — and, the next day, we showed up at the lake and so did the 25-knot chinook! It was windy enough that Barry and I cut off some sail area to put us into Class A (108 to 150 square feet of sail) so we could go for that world record (35.06 knots) simultaneously.

38: How did it feel to finally break the record?

RL: Obviously, we were ecstatic — jumping up and down and hugging each other. But we actually didn't know we'd broken it for about half an hour. I'd taken three runs down the 500 meter track — the last one, which lasted 26 seconds, was the 37.18 one — when the boat broke going upwind. Getting back upwind is a lot harder than the actual run — if you don't get up on the foils, you practically drown from the waves, but when you're on the foils, it's hard to go under 25 knots. At those speeds, the apparent wind is around 50, which makes it really hard to see anything or even breathe. Anyway, the leeward foil submarined, the boat twisted and the crossbeam broke — which meant we were done for the week anyway.

I sat there in the carnage, actually in a pretty good mood because the run felt like it might have been a record breaker. Greg came by in the crash boat, and we drifted onto the other shore and picked up the pieces. Only when we returned to our entourage did someone tell us we'd done it.

38: So how many runs have you actually taken in *Longshot*?

RL: I got in 15 in Texas, and 6 or 7 in Canada — that's it. Each has lasted around 30 seconds.

38: Do you mind if we ask how much *Longshot* cost?

RL: No, I've got somewhere around \$30,000 into the project, net of all costs. That works out to something like \$4,000 a minute of 'racing' time — the most expensive sport in the world! (laughs). I'm hoping to bring my basis down to zero by lining up Budweiser as a 'major' sponsor; we're actually finalizing the deal right now. Part of the package is for a half hour ESPN special! Neil Pryde is also continuing on as a 'minor' sponsor.

One thing I've learned from looking for sponsorship is that this isn't the best of economic times to be asking for money. It's also the wrong time of year for it — most of the corporations have budgeted their sponsorship money for this year already.

38: Well, it's all pretty cheap relative to your America's Cup campaign, isn't it?

RL: Oh, absolutely, and it's a lot more fun, too. The America's Cup was a nightmare compared to this — all the politics and bullcrap! It was an intoxicating experience, of course, to be 24 years old and cutting deals with guys like Ted Turner and companies like Pan Am, who kicked in \$100,000 for the name *Clipper*. I told my father to keep out of my campaign, which to his credit he did, and we were always struggling financially. . . The whole thing left me rather depressed. Then, there was Blackaller to deal with. . .

38: What was the deal there?

RL: Well, Blackaller took Andy Rose's place on the boat, and he quickly solved our boatspeed problem — it was the rudder. Right after that, he began undermining me, and things spiraled downward. Tom was a great helmsman, but in my opinion, a lousy tactician — which was unfortunately the capacity I hired him in. It turned into a classic power struggle, a real love/hate relationship.

38: We take it Blackaller wasn't exactly your idol. Do you have any idols?

RL: Sure, but none of them are sailors — Black Elk, Anwar Sadat, Gandhi. . . people who have achieved peace on some level, inner or outer. Isn't that the bottom line?

In sailing, I don't have any idols — but there are plenty of people I've enjoyed sailing with over the years. Jim Hammitt, an old college buddy, comes to mind immediately — we've done a lot of miles together and are really close; in fact, I'm the godfather of his first

child. There's also Dobbs Davis, Rick Brent (who's with *America 3* these days), John Jourdane (who sailed with us on various *Ondines*), Larry Tuttle and many others. . . Friends, yes. Idols, no — in fact, most professional sailors don't impress me at all.

38: Why not?

RL: Well, I should be careful here, because so many of them are my friends. Let's just say that some professional sailors turn into amateur human beings, completely one-dimensional and egotistical. I think it's important to live a fuller life — you know, have a social conscience, or at least some awareness of the world outside sailing.

"Half of success in life is just showing up."

38: How about you? What are your outside interests?

RL: I'd say I spend 60% of my time working (right now we're doing a housing subdivision in Contra Costa County); another 25% of my time on my sailing projects; and the remaining 15% on various social causes. Among them are the Smoke Free Action Coalition, a group I started after my mother died of lung cancer. Our goal is to pass an anti-smoking ordinance in San Francisco bars and restaurants, like Sacramento's. I also recently started an organization to help orphans in third world countries — it's called Orphan International, and we're having a big fundraiser this summer. I've always supported a number of environmental causes such as banning offshore oil drilling, cleaning up San Francisco Bay and on and on. . . Usually, there isn't enough time in a day!

38: Are you involved in many other sports?

RL: Yes, I studied karate for five years, and I'm still a hardcore skier. But I guess the only other sport besides sailing that really grabbed me was car racing. I did that for a few years after the America's Cup until I came to my senses. I won a bunch of rookie honors in New England in 1981, and even raced Blackaller twice. I beat him both times, but he cost me winning one of the races. It was a Formula Ford race at Lime Rock, Connecticut, and I was leading a pack of 36 cars by three seconds. I remember going into Turn One at 80 miles an hour — only to come eyeball to eyeball with Blackaller, who was spinning off the track backwards. He really messed up my race — talk about *deja vu*!

38: We've heard or read somewhere you're a 'health nut', too.

RL: (laughs) Call it what you want. I'm a vegetarian and I exercise frequently, both carry-over practices from when I fought — and beat — cancer. I really believe that I allowed myself to get sick by getting so worked up and upset over the America's Cup. I now know that the opposite is also true: you can cure yourself by taking care of your body and maintaining a positive attitude. . .

38: What are your sailing plans after Bodega Bay?

RL: Well, obviously a lot depends on what happens up there. I'll keep chasing speed records for as long as it's challenging and fun. For a change of pace, I've chartered a Knarr this summer — talk about going from the sublime to the ridiculous! We'll race that a bit, I guess, and I'm looking forward to some boardsailing off Crissy Field again.

I'm also interested in buying a certain 30-foot trimaran from England. It's an '88 CSTAR class winner and it would be a perfect boat to zip around the Bay in — kind of my sailing 'retirement home'. Someday in the future, I might even get into offshore multihull racing; I don't get sick on multihulls.

38: Good luck in April — we'll look forward to covering the Bodega Bay record attempt in person. Will you give us a call when the forecast looks right?

RL: You got it — see you there!

— latitude/rkm

1991 MARINA DEL REY TO

"Winning isn't everything," said Vince Lombardi, coach of the Green Bay Packers in their heyday, "it's the only thing."

At the conclusion of February's 11th biennial 1,125-mile Marina del Rey to Puerto Vallarta Race, there was disagreement over whether Lombardi had it right. Roy Disney,



LATTITUDE/RICHARD

Roy Disney, delighted that his new 'Pyewacket' was hot right out of the box.

whose new Santa Cruz 70 *Pyewacket* defeated 14 other maxi sleds to take line and Class A honors, wasn't buying it at all. But Bob Kahn, whose Frers 43 *Jano* took fleet corrected-time honors by more than three hours, could have played center for Lombardi's Super Bowl teams.

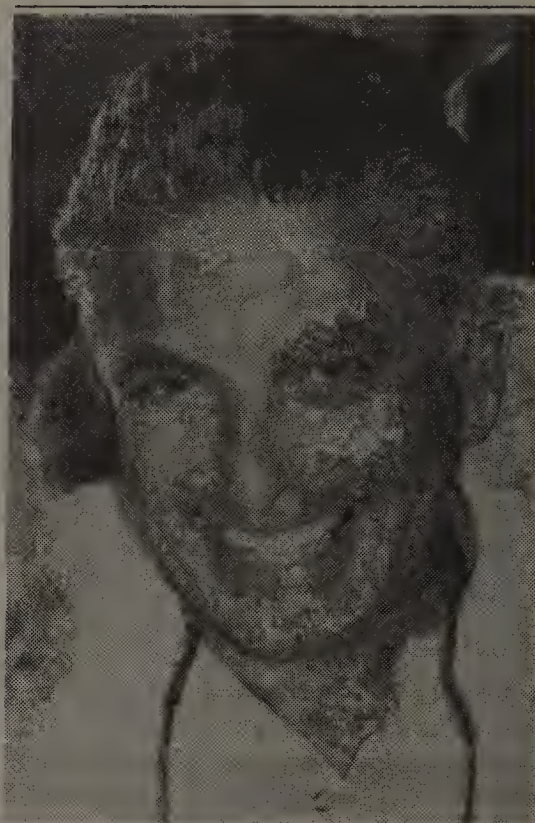
"I couldn't be more delighted right now," said Disney at a post race press conference. And why not? For the last five years he's campaigned *Pyewacket*, a custom N/M 68 that, despite repeated and expensive tinkering, had won only one significant pickle dish, that for the fluke '87 Long Beach to Cabo Race. But now he had an all new boat, a barely-completed Santa Cruz 70, also named *Pyewacket*, and all new results. With Disney at the wheel, *Pyewacket* nosed her way across the Marina del Rey starting line first, slowly pulled away, and despite relentless pressure from primarily *Silver Bullet* and *Taxi Dancer*, never relinquished the lead. It was Disney's first convincing sled win, and given the extremely competitive nature of the class and the relatively tactic-free race, the victory was strictly legit.

Conditions for the race were salubrious, with warm weather during the day and a full or near full moon at night. After two days and nights of breezes approaching 25 knots — during which time the sleds were hitting 15s and covering better than 250 miles a day —

the wind went light. Most boats parked or agonized in zephyrs (*Silver Bullet* took 24 hours to creep 55 miles) off Cabo San Lucas and at the entrance to Puerto Vallarta's Banderas Bay. The faltering wind protected the course-record of 4 days, 23 hours, set by Dick and Camille Daniels' MacGregor 65, *Joss* in 1985. *Pyewacket* was off the course record by just over a full day.

Disney had nothing but praise for builder Bill Lee and his craftsmen. "They started construction on August 15, put her in the water on December 28 (a significant date because it allows the boat a couple of more square feet of sail area), and we started this race on February 1." The elated owner reportedly paid the entire work-force an extra week's salary to get the boat done on time and was planning on sending each a photo of the boat crossing the finish line to commemorate "the beautiful job" they did. But *Pyewacket* just wasn't built quickly, she was built with great skill and care. "This boat is so much better built than the old *Pyewacket* that it's not even close," claimed Gregg Hedrick, BMW for both boats.

So far there have been 17 Santa Cruz 70s built, almost each one of them a slight improvement over the one before. The new *Pyewacket* is no exception. According to Ray Pingree of Bill Lee Yachts, she was almost completely re-engineered, including the rig, from scratch by Hi-Modulus of New Zealand with help from Bob Smith of the Lee yard. While Pingree didn't want to go into too much detail, figuring much of it is Disney's proprietary information, the new boat features Nomex coring, lots of carbon fiber, unique diagonal panels from the gunwales to



LATTITUDE/RICHARD

Bob Kahn of 'Jano' displays his best 'sled-slayer' smile.

the bilge, an exotic laminate schedule, and the use of titanium for things like pulpits and pad-eyes. The net result is that hull weighs nearly 3,000 pounds less than that of the *Blondie*, the first Santa Cruz 70. The lighter hull means *Pyewacket* can carry almost two tons of internal ballast, centralizing the weight. This means she can drag less of a keel through the water while being just as stiff as the other 70s.

Despite the sleds often being so close together that the drivers were identifiable to each other, nobody seemed willing to speculate whether *Pyewacket* was inherently faster than the other 70s; not Disney, nor



A palm tree finish and the Marina Vallarta berths.

PUERTO VALLARTA RACE

John DeLaura, who was hot on Disney's heels with *Silver Bullet*, one of the most successful 70s in recent years. Was DeLaura disturbed that Disney's boat *might* have a trace more speed? "Absolutely not. I'm so happy for Roy that he won. He's been such a player in this game, graciously serving as class president even while taking his licks on the race course. Not only is he a down-to-earth guy, but he's one of the finest men I've ever met. As to whether his boat is faster or not, we're going to have a whole lot of fun finding that out during sled races this year."

In a human interest aside at the press conference, Disney owned up that he's the nephew of Walt Disney and, among other things, heads up the animation department at the movie studio. When questioned, he admitted to being responsible for *The Little Mermaid* and happily announced that the studio recently completed the first Mickey Mouse cartoon in 15 years. "We're getting back to our roots," he said.

It's a common misconception among the general public — and even sailors — that affluent men such as Disney simply buy their way into sailing and ultimately racing success. While it certainly takes affluence to play the game at the maxi sled level, that's rarely the way it happens. Disney traces his sailing roots back to a "romantic impulse": "My wife and I were on a hill overlooking Newport and saw all these little boats sailing, and it looked like fun. So our family started with a small sailboat. We did pretty well in some Wednesday night races and got the delusion we were pretty good. We kept going from



COURTESY SWIFTSURE

The trials of an owner: listening to the navigator's "great new idea".

there. Racing," he said with a laugh, "is a disease."

Disney actually didn't catch the big-time bug until the '80s. "Most of our early sailing was spent taking the kids to Catalina, dragging the dinghy behind the boat. Sailing is a wonderful family sport because it brings everyone together." Disney later owned a 54-foot ketch, *Shamrock*, that was a familiar sight as spectator boat during Big Boat Series. It wasn't until the kids moved out that he got serious about racing. One of his sons, Roy, Jr., still does all the important races with him.

At the press conference, Disney had little to say about his victory. Yet, he excitedly spoke of having never seen so much sea life on a Mexico race, "... grey whales, humpback whales, lots of dolphins and two wild-colored dorado that swam under our boat off Cabo." He said that while he personally particularly enjoys "driving when the wind is up", nobody was too proud to do any of the more menial jobs on the boat. He concluded by saying that while "winning makes it nicer," the camaraderie of the crew is what makes racing so satisfying for him.

At the other end of the spectrum, both boatwise and philosophically, is Bob Kahn, who took fleet honors with his hopped-up 1983 Frers 43 *Jano*. "Winning is the whole ball of wax," the physician announced unashamedly. As if to emphasize the point, he proclaimed *Jano* "perhaps the winningest boat on the West Coast," and reeled off her race record just the way Pete Rose can reel off his batting statistics. Kahn's only apparent disappointment was that he hadn't had time to get crew shirts reading "Sled Slayer" made

up before the start of the race. With the big sleds getting almost all the publicity and glory, you can't knock a guy for ringing his bell a little.

Kahn, like Disney, is no johnny-come-lately who bought his victory with cash. He's owned a series of stock boats such as Ericson and Tartan 41s before moving up to custom racing machines. He claims to have done "40 Mexico races and 13 TransPacs", totalling more than 100,000 ocean miles.

In many respects, Kahn is a throwback, because he raced an aging IOR 'lead mine' in a fleet consisting almost exclusively of ultralight sleds, be they 50s or 70s. Why don't others race IOR boats in downwind races? "We all used to sail these races in Cal 40s and 50 foot IOR boats," explained *Pyewacket's* Robbie Haines, "but these big sleds are so much easier to sail. You can jibe a Santa Cruz 70 with four people, and the harder it blows, the easier it becomes. The sleds are way near the top of scale of sailing fun."

Kahn doesn't deny it. "I've sailed sleds and I think they are wonderful boats — but I love my boat. It's true, I really love my boat — and my boat really loves me," he said with the great sincerity usually reserved for owners of wood boats.

"My boat has karma, too," he continued. "Everybody who has sailed on her says so. She's as close to being alive as any inanimate object can be. She's doesn't surf, but I don't mind, because winning is best!"

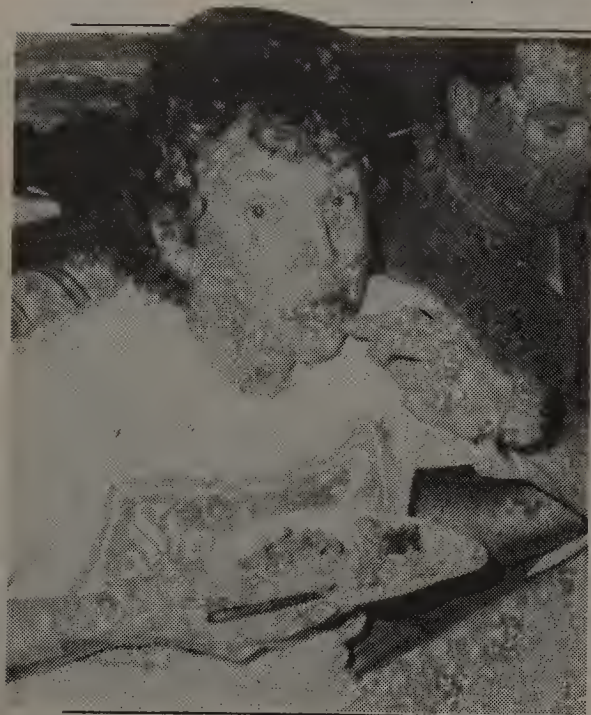
Kahn explained there are four things necessary to get an IOR warhorse to beat the sleds in an off-the-wind race:

"First, you've got to start off with a good boat. *Jano* is a good boat; Frers says she's the best he's ever designed in this size range. Second, you have to optimize the boat. It's very expensive, but we've done it with the help of Jose Frers, German's brother. Third,



LATITUDE/RICHARD

1991 PUERTO VALLARTA RACE



COURTESY SWIFTSURE

Like armies, ravenous racing crews live on their stomachs.

you need a good crew, and we had that, too. Our navigator Dusty 'Wrong' Way has sailed about 200,000 miles and has incredible local knowledge. For example, we could sail extremely close to the Tres Marietas because Dusty's dived on that shelf and knows what the charts don't show. We had great watch captains in Cliff Stagg and Commodore Tompkins, and a fine crew in Doug Robbins, Andrew Schultz and Mike van Dyke. The fourth thing is that when the wind gets light, you've got to keep the boat moving. Every two feet you get ahead in the zephyrs of the first day is another two feet you don't have to sail on the last day."

When asked why owners of other old IOR boats weren't 'sled slayers' too, Kahn couldn't help himself. "It's because they're schmucks! I



COURTESY SWIFTSURE

Life can be a grind — a pleasant grind — out on the ocean.

really shouldn't say that, but it's true. They don't know how to wind their boats up and they aren't willing to spend the money." Then, shifting from the analytical to the emotional, he continued, "And they don't love to sail! Take Cliff here," Kahn said, "grabbing the much bigger Cliff Stagg by the scruff of the neck, "Cliff loves to sail as much as he loves women! I love to sail, too!

There was no doubting Kahn — or his comfortable corrected-time victory.

For a lot of the sailors, winning has nothing to do with placing near the top, but everything to do with having fun. Sy Kleinman's 59-foot *Swiftsure*, a genuinely vintage IOR boat, was the last boat to finish,

but scored near the top in good times. The three members of the 'old guard', 76-year old Monte Livingston (the only member of the Del Rey YC to actually sail in the race), 69-year old owner Sy Kleinman, and 63-year old Ed Barlett, reportedly kept the crew in stitches. It was primarily Kleinman and Barlett, a couple of Ford dealers, who entertained the crew with tales of selling used cars in the old days. The race was a real eye-opener for Barlett, who owns an Ericson 35 but had never sailed with a chute up. Always enthusiastic, he wore out a pair of Trophy gloves working out on the grinder.

A couple of Bay Area sailors dropped out when the fun was gone, including John 'Mr. Mexico' Williamson with *Pericus*. Williamson figured he had only one chance against the sleds, and that was by making a sharp turn at Cabo in the hope of cutting 50 miles off the normally sailed course. Such a move is a gamble, because you run the risk of getting caught in the lee of the Cape — which is exactly what happened to him.

But Williamson wasn't about to complain about any Puerto Vallarta Race. "I didn't win any silverware in the 1978 race either, but I did come away with a 'gold trophy'. He's referring to his new wife Violeta, whom he first met by the pool after the last race. Williamson's only tiff was with the United States Navy, something we'll go into next month.

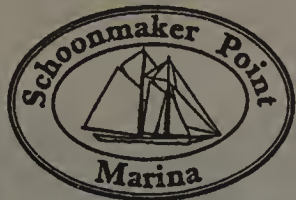
The only other Northern California boat in the race, Lu Taylor's Santa Cruz 50 *Racy*, also dropped out at Cabo.

1991 Puerto Vallarta Race Results

Class	Fleet	Yacht	Type	Skipper	Yacht Club	Elapsed Time	Corrected Time
IOR-A							
1	2	<i>Pyewacket</i>	Santa Cruz 70	Roy Disney	California	144-25-34	130-20-45
2	3	<i>Silver Bullet</i>	Santa Cruz 70	John DeLaura	Waikiki	145-16-35	130-13-12
3	4	<i>Taxi Dancer</i>	Reichel/Pugh 70	Mitch Rouse	Long Beach	145-08-06	131-32-20
4	5	<i>Evolution</i>	Santa Cruz 70	Brack Duker	California	146-04-44	131-58-08
5	7	<i>Blondie</i>	Santa Cruz 70	Peter Tong	Long Beach	146-42-58	132-45-38
6	8	<i>Starship I</i>	Nelson/Marek 68	Jack & Mike Holleran	Coronado Cays	147-11-11	133-40-41
7	9	<i>Cheetah</i>	Peterson 66	Dick Pennington/Doug Bekar	Long Beach	147-25-14	134-03-06
8	13	<i>Grand Illusion</i>	Santa Cruz 70	Ed McDowell	King Harbor	149-23-08	135-22-36
9	14	<i>Cheval</i>	Nelson/Marek 68	Hal Ward	California	151-26-59	138-01-22
10	15	<i>Maverick</i>	Nelson/Marek 68	Lee Crouch	Lahaina	155-57-30	142-24-54
11	17	<i>Kathmandu</i>	Santa Cruz 70	Fred Kirchner	Coronado	158-04-45	144-04-13
IOR-B							
1	6	<i>Deception</i>	Santa Cruz 50	David Maginnity	California	157-57-02	131-58-47
2	10	<i>Climax</i>	Barnett 52	Mike Campbell	Long Beach	159-25-21	134-48-37
3	11	<i>Elusive</i>	Santa Cruz 50	Ruben Vollmar	Cabrillo Beach	161-04-07	135-11-14
4	12	<i>Lone Star III</i>	Nelson/Marek 55	Burton Benjamin	Southwestern	160-51-08	135-17-59
5	18	<i>Bombay Blaster</i>	Santa Cruz 50	Dan Nowlan/Tom Cooney	L.A./Little Ships Fleet	170-45-36	145-27-14
DNF		<i>Racy II</i>	Santa Cruz 50	Lu Taylor	St. Francis		
IOR-C							
1	1	<i>Jano</i>	Frers 43	Robert & Michael Kahn	California	175-59-59	126-59-57
2	16	<i>Swiftsure</i>	Frers 59	Sy Kleinman	St. Francis	178-04-43	143-21-10
DNF		<i>Pericus</i>	Centurion 47	John Williamson	San Francisco		
PHRF-A							
1	1	<i>Joss</i>	MacGregor 65	Dick & Camilla Daniels	Long Beach	158-41-33	169-00-18
2	2	<i>Lean Machine</i>	MacGregor 65	Mike Renkow	Del Rey	161-19-25	173-30-40
IMS							
1	1	<i>Jano</i>	Frers 43	Robert & Michael Kehn	California	175-59-59	107-48-42
2	2	<i>Climax</i>	Barnett 52	Mike Campbell	Long Beach	159-25-21	109-24-15
3	3	<i>Deception</i>	Santa Cruz 50	David Maginnity	California	157-57-02	110-48-02
4	4	<i>Joss</i>	MacGregor 65	Dick & Camilla Daniels	Long Beach	158-41-33	121-42-03
5	5	<i>Swiftsure</i>	Frers 59	Sy Kleinman	St. Francis	178-04-43	122-48-58
6	6	<i>Lean Machine</i>	MacGregor 65	Mike Renkow	Del Rey	161-19-25	128-55-16
DNF		<i>Racy II</i>	Santa Cruz 50	Lu Taylor	St. Francis		
DNF		<i>Pericus</i>	Centurion 47	John Williamson	San Francisco		

Given the mostly placid race conditions, the most dramatic moment of the race for most sailors came after they crossed the finish line and entered the harbor. No longer was it necessary to pull out the anchor, set the hook and dinghy to shore. Not with the state-of-the-art 400-berth Marina Vallarta, several high-rise hotels, 1,200 condos and a boatyard having sprung up — seemingly out of nowhere — since the finish of the last race two years ago. Crews used to the old system were shocked to find uniformed dock personnel taking lines as they pulled in, hot showers, clean bathrooms, and even a six-story fake lighthouse with a bar on top. It looked a lot more like Marina del Rey than most parts of Marina del Rey; welcome to Mexifornia!

"We all started sailing to have a little fun, right?" asked Disney rhetorically. And that's just what everyone got from this mild and very well-organized 20th Anniversary Puerto Vallarta Race.



SCHOONMAKER POINT MARINA SAUSALITO



MARINA FACILITIES

- 160 Berths
- Visitor Berths
- Guest Moorage to 200'
- Storage: Inside/Outside
- Three-ton Hoist
- Parking
- Deli
- Public Beach
- Rowing
- Windsurfing
- Kayaking
- Sailing Instruction

NOW LEASING:

Berths • Waterfront Offices and Shops • Dry Storage
85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965
(415) 331-5550

GIANT HEAVY DUTY INFLATABLE BOATS 2 MAN \$38 3 MAN \$50 4 MAN \$65

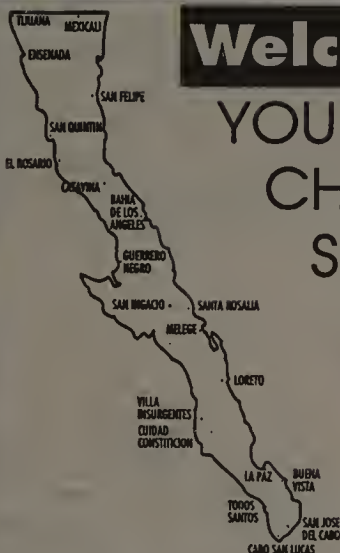
Before Midnight March 31

As part of an advertising test *Dunlap Boat Mfg.* will send any of the above size boats to any reader of this publication who reads and responds to this test before midnight, March 31. This test has been commissioned by the *International Boat Exchange*. Each Boat Lot No. (Z-26 PVC), is constructed of tough high density vinyl fabric (resistant to abrasions, sub-freezing temperatures, sunlight, salt & oil), and has electronically welded embossed seams, nylon safety line grommets all around, heavy duty oar locks, equipped with attachments for an optional motor mount to handle up to a 2½ h.p. motor, 4 separate air chambers for extra safety in 4-man, self-locking safety valves (includes a combined hand/foot inflator/deflator bellows style pump). Recommended for marine, ocean and fresh water recreation, camping, fishing or a family fun boat. Each boat will be accompanied with a **LIFETIME** guarantee that it must perform

100% or it will be replaced free. Add \$7 handling & crating for each boat ordered, *Dunlap Boat Mfg.* pays all shipping (Continental USA). There is no other monetary requirement. If your order is received within the next ten days you will receive **FREE** a rugged water sport (waterproof) digital wrist-watch specifically designed for water, diving, etc. (features second, minute, hour, date and month). Lights up at night, and is accurate to the 10th of a second each year. Should you wish to return your boat you may do so for a refund or exchange. Any letter postmarked after March 31 will be returned. **LIMIT:** one (1) boat per address, no exceptions. Send appropriate sum together with your name and address to: Test Dept. #A508, *Dunlap Boat Mfg.*, 517 W. Garfield Ave., Glendale, CA 91204. Or for fastest service from any part of the country call **FREE** before midnight seven days a week. Have your credit card ready.

CALL TOLL FREE 1-800-637-3823

Ask operator for **BOAT TEST #A508**
Before midnight 7 days a week.
Have credit card ready



Welcome to Baja YOUR BEST MARINA CHOICE IN THE SEA OF CORTEZ

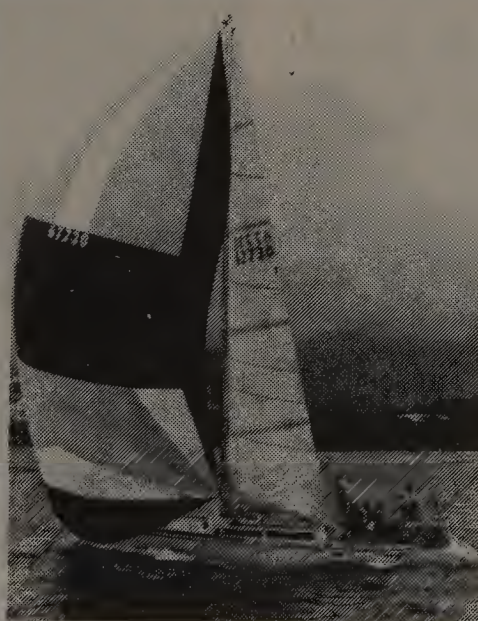


MARINA PALMIRA is located in a unique waterfront setting. The master plan of this bayside retreat offers you the best of the "La Paz-Marina Style" in a new and fast-growing residential and boating community.

MARINA SERVICES

Electricity, 30-50 Amps, Water, Security, Fax, VHF, Public Telephone, Laundry, Showers, Ice, Sodas, Concrete Launch Ramp, Diesel Fuel, Parking, Dry Storage, Anchorage, Repairs, Maintenance, Restaurant and Bar, all Legal Documents with Mexican Officials.

FOR MORE INFORMATION OR RESERVATIONS, CALL OR WRITE TO:
CLUB DE YATES PALMIRA, S.A. DE C.V.
KM 2.5 CARRETERA PICHILINGUE
LA PAZ, BAJA CALIFORNIA SUR, MEXICO
TEL: (682) 539-59 FAX 562-42
APARTADO POSTAL 34



RACE A WINNER! CHARTER THE SANTA CRUZ-50 Ralphie

DATES STILL AVAILABLE

March 2 Newport to Cabo Call
Nov. 16 L.A. to Cabo Call

AVAILABLE JULY THRU NOVEMBER FOR HAWAII CHARTERS

Ralphie is the finest Santa Cruz 50 on the market. She's won a trophy in every major race entered since being totally refitted in 1989 and is now available for all offshore races as a bareboat charter. Fully equipped including 27 bags, SatNav, Loran, SSB, Ham, Datamarine Chartlink Navigation system, refrigeration, Hercules 360 Instruments with Mast Readouts, B&G with computer interface capabilities, polars, etc. New state-of-the-art elliptical rudder and much more. We have a crew available to deliver and clean her up after the race.

PERFORMANCE CHARTERS HAWAII
INFO? Call Bill Boyd 213/434-7723 or 714/883-1717

MAX EBB:

Stuck in traffic again. The freeway had come to a grinding halt, and I cursed out loud at the company that had inconsiderately located themselves in the South Bay; business required than I drive to their offices on three consecutive days this week.

My normal commute is a 30 minute hop across the Bay on an express bus that uses the HOV lanes, and I always enjoy the spectacular view from the Bay Bridge made possible by the high bus windows. But this was hell. I'd be home very late, again. How can anyone tolerate 80 miles of gridlock on a daily basis? I was at the end of my rope...

Speaking of rope, I thought to myself, I'd been meaning to replace that spinnaker halyard since the beginning of last season. The exit for the chandlery was around the next curve and on impulse I forced my way into the right lane in time to make the turn-off.

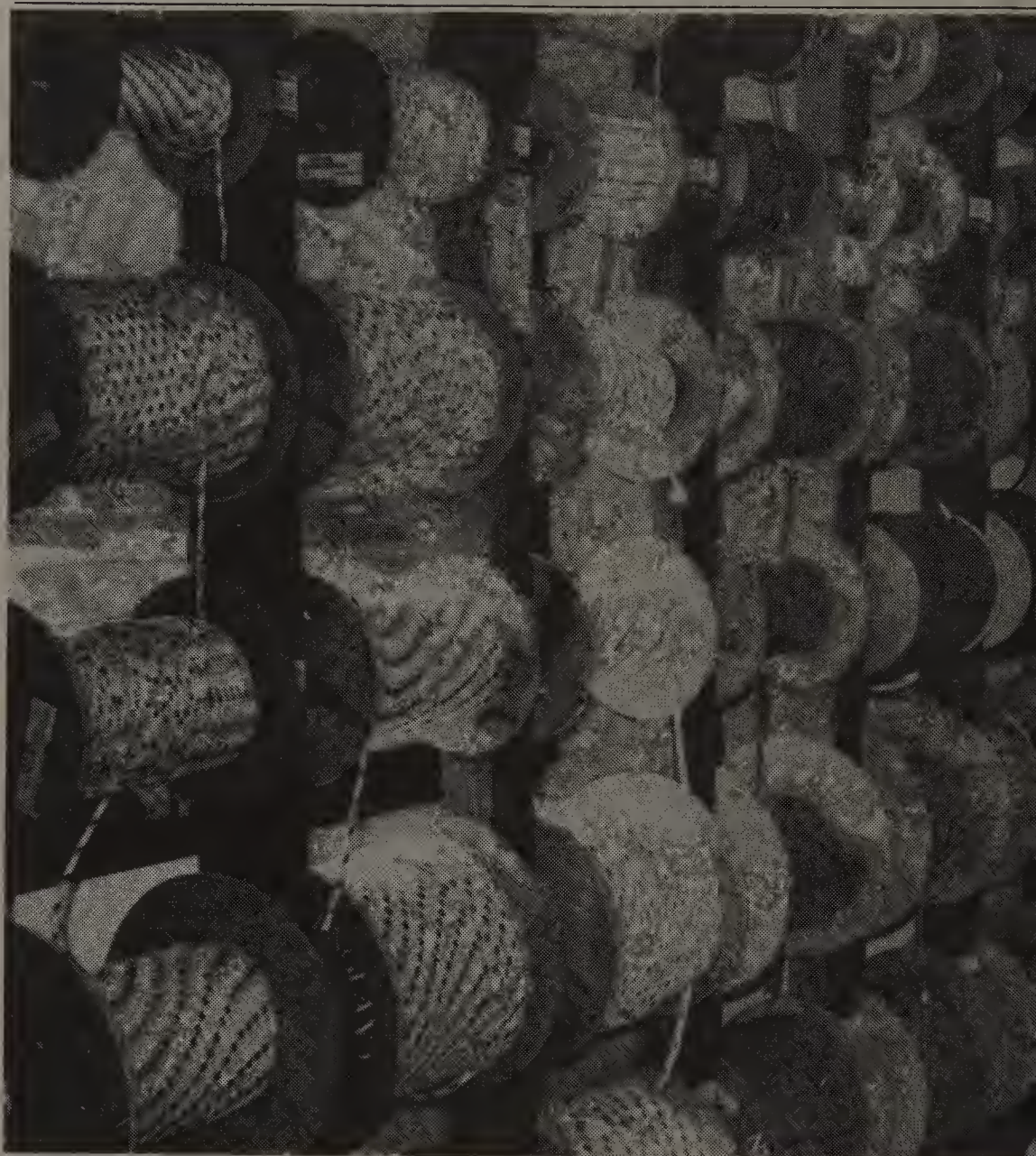
Three minutes later I was in the 'jewelry store', browsing along a wall covered with shackles and fairleads and traveller controls, mindlessly spinning the sheaves of the flashiest-looking ball-bearing blocks.

Ah, that's better. Back into a far more acceptable reality. I knew from experience that stopping in here would consume at least an hour, during which time the traffic would thin out considerably.

"Let's see if there are any new toys over in electronics," I mumbled happily to myself.

They were still selling my model of VHF, and there was nothing new in knotmeters or depthsounders since my last visit. But wow, look how cheap you can buy a LORAN! No excuse now not to have one, even for Bay racing. But the humble RDF, low-tech by comparison, was still quite expensive.

Then the display of EPIRBs, flares, and overboard equipment caught my eye. I should replace those outdated flares. Naw, maybe next time. The personal strobe light, though — that was something I really needed. After 20 years in the pocket of many sets of foulies, my trusty "Firefly" strobe had finally packed it in. Time to buy a new one. The Firefly had been, and still is, expensive, but some newer, cheaper, and probably equally functional alternatives were also on



struggling to the surface of the water on a cold, windy, moonless night. I'd frantically kick off my sea boots, then fumble through my pocket for the strobe and whistle. What if my crew were novices, barely able to maneuver the boat without me, let alone track their position, radio the Coast Guard, or key in a LORAN waypoint recording where I went in? When my hand finally located the strobe, would I care if it was the same model that served faithfully in the worst possible environment for 20 years, or

Final Jeopardy: a sailor's favorite new lines are: a) in the sand; b) on his face; c) for picking up babes, d) the ones on the wall of the chandlery (wink, wink); e) line drives.

Now for ropes. I zeroed in on the coils of brightly-colored dacron and kevlar like a bee approaching a flower bed.

"What do you mean they don't make this color in 5/16ths anymore?" a customer was asking impatiently.

"That's the old yacht braid," said the salesperson. "The manufacturer has gone to a product that's stronger and stretches less." He pulled some off a different spool. "See? Looks much better, too, in my opinion."

"But I need the long red stripes!" insisted the customer. "You see, all my spinnaker controls are red — solid red for sheets, short red stripes for the halyard and topping lift, speckled red for the twings. I need rope with those lengthwise red stripes for the foreguy."

"We still have some in quarter-inch."

"But I need 5/16ths!"

"The new rope is better, really."

"Doesn't matter. A small improvement in

I imagined myself struggling to the surface on a cold, windy, moonless night. . .

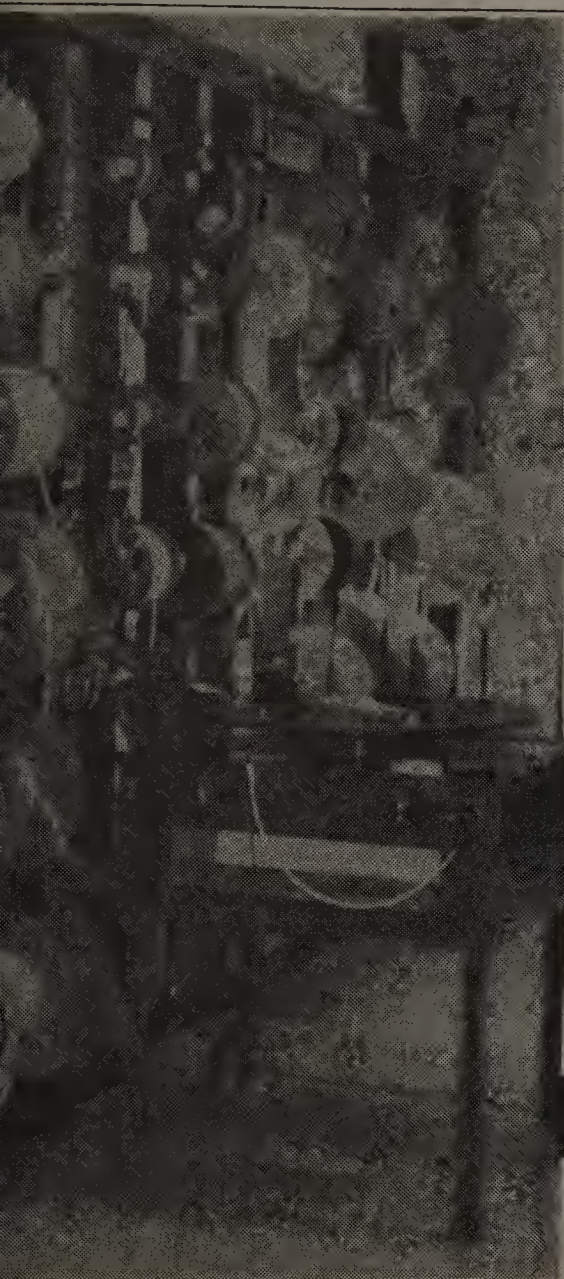
display. They looked like nice units, and used standard batteries, too.

I picked one up and imagined myself

brand X?

I put back the economy model and placed the expensive strobe in my shopping basket.

RELEARNING THE ROPES



a little frayed. And I was tired of whipping the ends — kevlar doesn't melt, but spectra does. I pulled the cart with the rope-counter,

seen wire halyards ruined by being taken off the reel improperly."

"For sure. You're taking the rope off the spool on the wall the right way," Lee noted, "but then you're winding it back onto another spool the same way. The coil you end up with is made up just like a new spool

"I've seen wire halyards
ruined by being taken off the reel improperly."

winding spool and built-in hot knife over to the coil of rope I wanted, fed the end of my new halyard through the counter, and cleated it inside the winding drum.

"Oops, forgot to set the counter," I said out loud as I reset the digits to zero. I paused momentarily, looking at the 18 inches of rope that had already passed through, and started winding. "Everybody does this," I assured myself.

"I saw that!"

A shiver ran up my spine that I hadn't felt since third grade when I had to swallow my bubble gum in class.

It was a very authoritative-sounding woman's voice, no doubt one of the managers of the store.

"Max, that's the wrong way to coil a halyard!"

The voice now sounded much younger. Not the manager at all, but Lee Helm, my naval architect friend from the University, no doubt gearing up to give me a hard time about some obscure technical point.

"Hello, Lee," I said as I moved around the cart so I could talk and wind at the same time. "New main halyard. What brings you here this evening?"

"Hardware for the sailing club boats. But why are you messing up your new halyard like that?"

"How can I be messing it up, Lee? This spool makes a perfectly nice coil." I continued to turn the crank, watching the counter click past 40 feet.

"Have you ever taken new wire rope off a spool?" she asked.

"Can't remember doing that for quite awhile," I admitted. "But I do know there's a right and a wrong way."

"Remember which is which?"

"The right way is to let the spool rotate on its axis," I said, "pulling the wire straight off as it unwinds. The wrong way is to pull the wire off the side of the spool, like a spinning reel. You end up with twists in the wire. I've

of wire. How are you going to take this coil apart once you get it down to your boat?"

Suddenly I stopped cranking. The counter was up to 90.

"I'd have to unspool it, the reverse of what I'm doing right now. If I put this coil down on the deck and pull the end up into the mast, I'll have a twist in the halyard for every revolution of this crank."

"Good thinking, Max. The right way to do this," she explained, "is to coil the rope by hand after it goes through the counter. That way the coil comes apart the same way it went together, without residual twists."

I looked down at the 90 feet of rope that I had already spooled up improperly.

"Might as well keep going until you have the full length," Lee advised, "then you can unwind it and do it right."



The average chandlery reels off more 'one liners' in a week than a Bob Hope USO tour.

So I wound up the full 110 feet and cut off my halyard with the hot knife — being sure to give myself a few extra inches on this

strength and stretch isn't important for the foreguy. All I need is the diameter for handling, and the right color stripes."

"We have the old-style blue stripes in 5/16ths," suggested the salesperson.

"No! Mainsail controls are blue. I'm already using that size and style for the cunningham. The mainsheet is seven sixteenths solid blue, the main halyard tail has the short blue stripes, and the outhaul and vang are speckled blue."

"Well, I'm sorry we don't have what you need. But they just don't make it anymore. The new stuff really is much better."

"Okay, I'll let you know when I decide what I want to do," the customer sighed.

The salesperson went back to the front of the store, leaving the customer standing in front of the rope display, deep in concentration.

Fortunately the color halyard that I wanted was in good supply. This would be a lightweight spectra main halyard, and would replace the kevlar halyard that had replaced my wire halyard three years ago. Not really worn out, but it looked faded and

end, too.

"Now let's see if this thing works in reverse," I said as I started to coil the halyard by hand, allowing the crank to free-wheel backwards as I pulled the rope off. I was only starting the second coil when Lee made a loud buzzing sound.

the coil from the same pin it was cleated on, so if the frapping turns were made from the standing end, you could form a loop that

I could see the thin nylon material light up every time the strobe flashed.

"Wrong!" she said. "Figure-eight coils only! Anything else puts those twists back in the rope."

"What are you talking about? All you have to remember is always to coil towards the free end, so the rope can rotate as you coil. I've always coiled ropes this way."

"That's because you learned to sail back in the Stone Age — like, when all ropes were twisted three-strand. Three-strand rope is usually very flexible in torsion, so circular coils were hardly ever a problem."

"Come on, Lee. Yacht braid has also been around since before you were born."

"For sure, Max. But kevlar, spectra, even the straight-fiber low-stretch dacron constructions are much stiffer in torsion than the early forms of braid. If I had a boat, I wouldn't allow anything but a figure-eight coil, except maybe for the three-strand dock lines."

It was easier to agree with her than argue, so I started the coil again, this time twisting the rope between my fingers in what felt like the backwards direction each time I formed a coil. The result was that, after a little practice, the rope fell into neat figure-eight coils instead of the usual loops.

"You can really convince yourself how important this is," Lee added, "if you try to coil a garden hose. Very stiff in torsion, the only way to get anything but a big mess is to wind it up on a spool or figure-eight coil it."

By the time I had coiled all 110 feet, I had gotten the hang of it.

"One question," I said. "I was taught by a sailmaker, way back in the, ahem, 'Stone Age', to make the locking turns around the coil with the end that I started with, rather than the end I finish with. Could never figure out why, though."

"It's the 'standing' end and those are 'frapping' turns, Max. Making frapping turns with the standing end is probably a holdover from when halyard winches were on masts — or in your case, when boats had fiferails and belaying pins. The concept was to hang

couldn't slip out. Modern practice is to always use the last end coiled for the frapping turns, at least for putting away sheets and guys."

"And why is that?" I asked.

"Even small boats now are using J-locks for their jib sheets — a spliced J-lock makes a much smaller bump than a bowline, so you can tack faster. You can also mark the sheets for trimming. If you use bowlines, the marks end up in a slightly different position every time the sheet is tied on."

"What's this got to do with how you coil?"

"Simple. If the sheet has a shackle on one end, it's nice to coil it up so the shackle is buried inside. That way you can throw the coil down the hatch without scratching the woodwork."

Meanwhile the customer who had been trying to buy the right color foreguy wandered past, still very deep in thought.

"Can you believe it?" he remarked. "No more rope with long red stripes. My whole color scheme is thrown haywire!"

"Why don't you make your foreguy a two-to-one," suggested Lee. "Then you can use the quarter-inch rope in the color you want. They still have that in stock. A foreguy should be double-ended anyway, so the afterguy trimmer can reach it on either jibe."

"That's an interesting idea," he mumbled. "I'll need a block for the pole, two new stand-up blocks on deck, change my port forward deck organizer block from a double to a triple. Now if I can find blocks that match the ones I'm using for the barber haulers . . ."

He wandered off to the deck hardware department, still talking out loud to himself.

"Let's face it," I said to Lee, "Looks are important."

"For sure. Anyway, I'm going to get back to my shopping."

I cruised around the store for a while, picking up another roll of my favorite brand of rigging tape and some new shroud protectors. Then I went through the clothing department, where I became fascinated by a very comfortable and very warm jacket that

had a very nice feature: pull the ripcord, and a CO2 cartridge inflates a set of air bladders to make the thing into a sort of life jacket. Not Coast Guard approved or anything, but much more likely to be worn when it might be needed than anything else on my boat.

It wasn't cheap. However, it wasn't much more than a similar top-of-the-line jacket with no flotation. Again I imagined myself in the Bay on that cold, windy, moonless night — and the jacket went into the basket.

I was finished at the check-out counter just before Lee, so I waited to see if she needed a ride.

"Thanks Max, but no. Got my bike," she said as we walked out the door.

"If the wheels come off, I'm sure it will fit in my car trunk. Really, I don't mind at all."

"That's right, you drive that battleship," she said as she pulled a helmet out of her backpack and put the bag of new stuff in. "You should be on the board of OPEC."

"Seriously, Lee. Traffic's still pretty heavy out there, and it's already almost dark. Do you have good lights?"

Lee hesitated a second, evidently realizing that she did not have her bicycle lights with her.

"Can I see your new strobe light?" Lee asked innocently.

I fished the strobe out of my bag, and handed it to her.

"I'll only run it for about half an hour," she assured me as she unwrapped the new unit, switched it on, and tossed it into her backpack. Even in front of the bright lights from the store, I could see the thin nylon pack material light up every time the strobe flashed. Out on the road it would probably be brighter than a neon sign.

"Thanks, Max. This'll work great. The freeway's still total gridlock — I mean, I'll get home faster than you tonight!"

"No kidding. This traffic is simply ridiculous." As Lee unlocked her bike and adjusted her helmet, I complained at some length about how much worse the driving conditions in the Bay Area had become in the last few years.

"Max, if you're not part of the solution, you're part. . ."

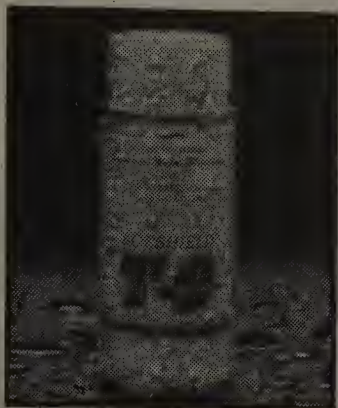
"I know, Lee, I know. Just leave some room out there for a few of the cars, okay?"

"Why?" she asked in a tone that made it impossible to tell if she was serious. "Cyclists are morally, environmentally, and spiritually superior to all other flesh."

Lee pedalled off into the night, and in a few minutes I was stuck in traffic once again.

— max ebb

PRODUCT HIGHLIGHTS



ANTI-CORROSION SPRAY AND WATERPROOF LUBRICANT

Boeshield T-9® was developed by Boeing Aviation for long term protection of aircraft components. Their research proved that none of the Teflon, silicone, or multi-purpose sprays held up for long when exposed to a corrosive environment. So they engineered a new product designed to penetrate deeply into fasteners and fixtures, displace moisture, and dry to a clean wax film that lubricates and protects all metals months. In fact *Yachting* magazine called it "the clear winner" in a recent corrosion test. It is very useful on snap shackles, turn buckles, sail slides, hatches, pole ends, etc. Simply spray and wipe off excess. Coating will not wash off in fresh or salt water. Can also be used to protect engines, batteries, wiring, electronics, tools, etc. Available at most chandleries.

Call or write for more information:

PMS Products, Inc.

285 James Street
Holland, MI 49424
(800) 962-1732



STAR BRITE TROPICAL FORMULA SEALER/PROTECTOR

Teak wood adds a finished, luxurious look to virtually every type of boat. Unfortunately, the maintenance associated with properly dressed teak is extremely time consuming, which turns a large number of boat owners off to this beautiful wood. Star brite is going to change all that with its new Tropical Formula Teak Sealer/Protector.

This unique product protects teak from sun, salt and weathering while imparting a warm natural patina to the intricate wood grain. But, unlike other teak finishes, Star brite Tropical Formula Teak Sealer/Protector will last a year or more even when exposed to torrid tropical conditions. It's guaranteed to outlast all other teak oils and sealers or your money back.

The product offers a choice of Natural Light or Classic Dark colors to suit all boaters' tastes. Star brite Tropical Formula Teak Sealer/Protector is packaged in 16 fl. oz., 32 fl. oz., and one U.S. gallon sizes. It's available at marine accessory stores, tackle shops and sporting goods outlets.

For more information, contact:

STAR BRITE

4041 SW 47th Ave., Ft. Lauderdale, FL 33314

Phone (305) 587-6280

Toll Free 800-327-8583

Fax (305) 587-2813



sunken treasure?

CENTRAL MONITORED BOAT ALARMS

New technology allows your boat alarm to be monitored by a CENTRAL STATION via long range radio frequency!

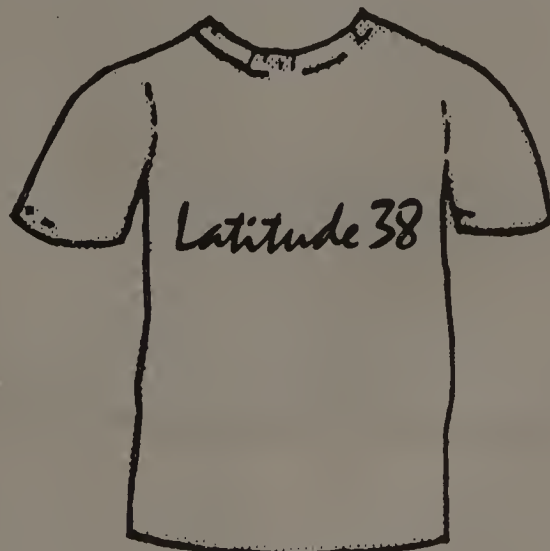
Your 24 hr.

"Anchor Watch" monitors:

- Bilge pump activity
- Float switches
- Low battery
- Fire
- Hatch Intrusion
- Equipment theft

Omni Security

40883 High St.
Fremont, CA 94538
(415) 226-9886
Lic# AC03387



LATITUDE 38 T-SHIRTS

- 100% Cotton
- Lifetime guarantee – they'll last the lifetime of the shirt

Size: L, XL

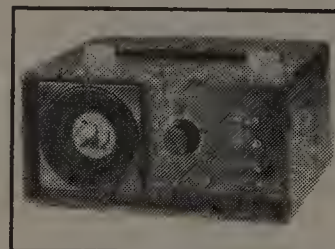
Price: \$12.00

To order, send check to:

Latitude 38

P.O. Box 1678, Sausalito, CA 94966

Attn: T-Shirts



MILDEW AND ODOR PROBLEMS?

Eliminate all bacteria and mildew that causes those nasty boat odors.

Practical Sailor magazine eliminated all cabin odors on their C&C 33 immediately and for at least 2 months.

The Panda Ozone Generator will rid your boat of the most notorious odors associated with yachts, and it is completely portable for many other applications.

Call immediately for this \$445 solution to boat odors and mildew.

Ask for Craig of:

Quantum West

(408) 252-9500

Money Back Guarantee!

1991 RACING

No matter why you want to race, you've come to the best place around to either start or continue the pastime. Welcome to *Latitude 38's* 1991 Racing Crew List — the original, the biggest and we feel the best of the genre. If you need crew or want to crew on just about any type of sailboat in existence, you need go no farther.

If your name appears on these pages, chances are good that you're already familiar with how the Crew List works. You're also about three steps ahead of the ones who procrastinated or just didn't bother to send in their names. Not only will you be able to make calls to people listed here, but many of them will likely be calling you sooner rather than later.

But even if you're coming into this Crew List thing totally cold and completely new, you are still more than welcome to use the List. The only 'rule' we require all participants to play by is that from here on out, yer on yer own. Please be sure to read and acknowledge the information in the gray box at the top of the page for exact details.

As modesty was never our strong suit, we'll now take a minute to bask in the warm glow of appreciation from regular Crew Listers for the new, expanded and improved lists of categories for this year. For example, in addition to including the Santa Cruz/Monterey area (finally!), we've revamped the 'experience' category to give a more representative profile of crew skills than ever before. Incidentally, we expect similar adulation from cruisers, daysailors, co-charterers and boat-swappers when we run their Crew List next month.

(In fact, we personally can't imagine how the list could possibly get any better. But we think this every year. As almost all improvements over the years have been due to readers' comments and suggestions, we encourage — no, *challenge* — you to improve on the 1991 lists.)

Here's how the Crew List works: Say you're a fairly experienced cruiser or daysailor who wants to try racing — which incidentally is our suggestion for the best way in the world to improve your sailing skills. You're interested in some of the hotter small one design classes like the J/24s or Express 27s rather than big boats or dinghies, and would like to hook up with a knowledgeable but not win-at-all-costs type of skipper. If the opportunity presents itself, you might even go in for a little ocean racing.

Such a person would start at the "Want Crew" Code (in one of the

And now, direct from the home office in Lebanon, Pennsylvania:

TOP 10 REASONS WHY PEOPLE RACE SAILBOATS

1. Any sport that doesn't regularly cause pain, bleeding or nausea is for wimps.
2. No other use for boat since sardine fishery went belly up.
3. Only sport besides sumo wrestling where being a big fat slob can be advantageous.
4. Unlimited opportunities to wear rubber clothing.
5. To impress Jodie Foster.
6. Medical emergency requires a doubling of beer intake if there's any hope of surviving the summer.
7. Only chance this year to splash around in unlimited quantity of water without being heavily fined. (Not applicable if it rains 30 inches next month.)
8. Spouse hates it.
9. Worked years to afford boat and are now determined to get your money's worth even if it kills you and everyone else aboard.
10. Don't have to clean underwear as often as in sports like bungee jumping.

big gray boxes), looking for qualities that come closest to your desires, and note the corresponding number. In this case, you'd probably pick '1' (San Francisco Bay) and '3' (Ocean) from the "Want to Race" column; '1' (willingness to put out 100% for the chance) from the "Want Crew Who" column; and '2' (we race pretty seriously) from the 'experience' column. Then simply start going down the list of names looking for skippers whose boats and desires match yours. The easiest thing to do is check the most likely prospects in red and call each in order. Crew List veterans will tell you the easiest way to "interview" a skipper or potential crew is to write up the questions in advance, then make a few xeroxes of the list. By starting with a fresh sheet for each call (be sure to write the name down first thing), you won't mix up who has done what with which boat when. And how.

And remember, if your name appears in this issue, somebody's putting red checks beside your name, too, meaning your chances of doing exactly the kind of racing you want this season are effectively doubled. We've had people tell us they've literally joined (or formed) a crew within a few

days of getting an issue!

Which brings us to the tips and suggestions part of the program. Although these are old hat to regular Crew Listers, the tips are so evergreen that we'd be remiss to not include them, even at the risk of sounding like a nagging mom:

- * Wash behind your ears.
- * Make your calls during 'regular business hours' for most normal adults — no earlier than 7 a.m.; no later than 9:30 or 10 p.m.
- * As John 'For Whom the Bell Tolls' Donne once observed, "Persistence alone is omnipotent." If you've come this far, don't get discouraged if the first few calls don't bear fruit. Keep at it until you get what you're after.
- * Be realistic about the commitment. Any half-serious racing campaign requires that you be a certain place at a certain time upwards of 20 weekend days this summer. If, occasionally, you can't make it, let the skipper know as far in advance as possible — *not* the morning of the race and *never* not at all. If you play hooky too often, or obviously aren't taking the whole thing seriously, you'll likely soon

IMPORTANT NOTICE: The *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude* does not make or imply any guarantee, warranty or recommendation in regard to the character of anyone who participates in the Crew List, or the condition of any boats or equipment. You must judge those things for yourself.

find yourself without a ride.

* You know how in real estate it's 'location, location, location'? In sailing, and particularly Crew Listing, it's 'honesty, honesty, honesty'. If you're dishonest about your level of experience, believe us, your chances of getting any more are slim to none.

* If you're a man, don't be a sexist pig and harass the women you call, either over the phone or in person. (That's one reason most of them are listed by first name only.) If you're a woman, don't disgust us by using the Crew List as a meat market for young, virile men. If torrid, meaningless sex with Mel Gibson-lookalike love gods is all you ladies are after, just call *Latitude* because we all work here.

* "Age before beauty" is... well, come on, it's total BS. We'd much rather have an attractive, perky young lass riding our rail than some old, over-the-hill bald guy. But our wife won't allow the former, and we have to say we've almost come to prefer the latter (possibly since we're rapidly on the way to becoming old, over-the-hill bald guys ourselves; we were kidding about Mel Gibson). Older sailors may not lead charges onto a plunging foredeck like they used to, but the steady hand of experience goes far toward striking a perfect 'crew balance' of brains and brawn. Give everyone a chance.

* **BRING SMALL BILLS TO THE CREW PARTY!** The biggest complaint we hear about the Crew List parties is how long it takes to get in for people who need to pay the cover charge. That's because everyone in front of you is trying to get change for a \$20 bill and we've run out of change. So please, we know you're all Masters of the Corporate Universe raking in a 'unit' (MCU slang for \$1 million) or two a month, but if you could lower yourself just this one time to have correct change, we'd appreciate it.

Speaking of the Crew List Party, it is scheduled for April 3 at the Corinthian YC from 6 to 9 p.m. And despite the name, this ain't just for Crew Listers anymore: All readers are invited. Admission is \$5 at the door, unless you can point out your name on these pages, which means that you've already paid your 'dues' and you get in free. Note that this is a slight digression from years past, where fees differed depending on whether you were looking for crew or to crew, etc. In addition to making things a lot easier for our door persons and a shorter line at the door (remember that exact change!), doing it this way will allow us to have more munchies and T-shirts available, and to make the downpayment on our new Ferrari. Ho ho, got you again. Incidentally, the T-shirts (which sport new shaded logos and nifty new colors) will be awarded by lottery, so don't lose your admission ticket stubs.

So where does that leave us in the great cosmic windward/leeward triangle of life? Hell if we know. But where it leaves those who take part in the Crew List should be pretty clear-cut by now. And besides getting people racing who might not have otherwise, in a best-case scenario we figure active use of the Crew List could add as many as one or two boats to every YRA start this year. Wouldn't that be great?

And with the great hurdle of organizing crew out of the way, all you'd have to worry about then is getting out there and winning!

— latitude/jr

CREW LOOKING FOR RACING BOATS

MEN TO CREW ON A RACING BOAT

Greg Dyer, 31, D: (916) 920-2812 E: 454-4640, 1400 - 39th St., Sacramento, CA 95816 wants 1/exp 3,b/will 1,3,6.
Ed Contri, 29, W: (415) 495-7110 H: (415) 381-9962, 9 Thoreau Circle, Mill Valley, CA 94941 wants 4,5,6/prefers 2/exp 4,d,e/will 3,4,5,6.
Wayne Shaw, 32, (408) 281-2320, 4431 Silverberry Avenue, San Jose, CA 95136 wants 1,2/prefers 2/exp 3,b/will 1.
Chuck Reilly, 35, (415) 365-7537, 1217 Windsor, Redwood City, CA 94061 wants 1,2,3,5/prefers 1/exp 3,d/will 3,6.
Gary Schlimgen, 30, (415) 695-9173, 2269 Chestnut #325, San Francisco, CA 94123 wants 1,2,3/prefers 2/exp 2,a/will 2,3,6.
Peter Stein, 31, (415) 292-7446, 2677 Larkin St., #703, San Francisco, CA 94109 wants 1/prefers 1/exp 3,c/will 3.
Paul Mangalik, 29, (408) 764-1089 or (415) 733-6517, 26970 Hayward Blvd., #202 Hayward, CA 94542 wants 1,2,3,4,5,6/prefers 1,2/exp 1/will 1,2,6.
Tom Cravello/Jim Patterson, 34/43, (415) 332-2250, 110-B Third St., Sausalito, CA 94965 wants 1/prefers 2/exp 2,b/will 2,6.
John Mulligan, 45, (415) 726-3188, 2501 Third Ave., Half Moon Bay, CA 94111 wants 1/prefers 1,2/exp 3,d/will 1,4,6.
Milton J. Smith, 41, (707) 421-1816, 1979 Larchmont Circle, Falmfield, CA 94533 wants 1,3,4,5,6/prefers 2/exp 2,b/will 1,2,6.
Jamie Rosman, 28, (415) 462-6926, P.O. Box 14002, Fremont, CA 94539 wants 1,3/prefers 2/exp 3,b/will 1,6.
Ron Dillehay, 31, (408) 459-0883, 306 Anthony St., Santa Cruz, CA 95060 wants 1,2,3,4,5/prefers 2/exp 4,e,f/will 3,5,6.
Marc Fountain, 26, (415) 452-3381, 34 Portsmouth, Piedmont, CA 94610 wants 4,5,6/prefers 2/exp 3,d,e/will 3.
Stewart Sabadell, 28, (415) 331-7933, 117 Cloud View, Sausalito, CA 94965 wants 1/prefers 2/exp 2,b/will 1,2.
Hugh McDermott, 30, (415) 989-7522, 454 Lombard St., #3, San Francisco, CA 94133 wants 1,3,6/prefers 2/exp 3,c/will 2,3.
Robert P. Leschyk, 39, (714) 642-0918 wants 5/prefers 2/exp 3,c,d,e/will 2,3,6.
Bret Moxley, 29, (415) 744-2228, 30 Clement St., San Francisco, CA 94118 wants 1,2/prefers 2/exp 2,a/will 1,2,6.
Iztok Marjanovic, 28, 3255 Cortese Cir., San Jose, CA 95127 wants 1,2,3,4,5,6/prefers 2/exp 3,d,e/will 3,4,5,6.
Mike Daley, 57, (415) 443-4460, 872 Mayview Way, Livermore, CA 94550 wants 1,3/prefers 1,2/exp 3-4, c,d,e,f/will 1,2,3,4,5,6.
Frank Lossy, 49+, (415) 527-2293, 96 Highland Blvd., Berkeley, CA 94708 wants 1/prefers 1,2/exp 4,f/will 1,2,3,4,5.
Mark Mills, 22, (415) 841-7539, P.O. Box 9411, Berkeley, CA 94709 wants 1,2,3,4,5,6/prefers 1,2/exp 4,d,e/will 1,2,3,5.
Ian Gildden, 25, (415) 292-5284, 2160 Van Ness #14, San Francisco, CA wants 1/prefers 1/exp 1,a/will 1,6.
Richard B. Phillips, 37, (415) 354-3570, 91 Tyrella Ct., Mountain View, CA 94043 wants 1,3/prefers 2/exp 4,b,c/will 1,2,3?,4,5.
John Sambuck, 38, (415) 388-8230, 133 Tiburon Blvd., Mill Valley, CA wants 1/prefers 2/exp 2,b/will 2.
Sam Burns, 45, (415) 969-3214, P.O. Box 391596, Mountain View, CA 94039 wants 1,2/prefers 1,2/exp 2,b/will 1,2,6.
Byron Mayo, 39, (415) 521-2356, 909 Marina Village Parkway #353, Alameda, CA 94501 wants 4,5,6/prefers 2/exp 4,e,f/will 1,2.
James Melio, 33, (408) 479-4148, P.O. Box 432, Aptos, CA 95001 wants 1,2,3,4,5,6/prefers 2/exp 3,d,e,f/will 3.
Tony English, 41, (415) 934-5197 or 313-3173, 331 Valley View Road, Pleasant Hill, CA 94523 wants 1,3,5/prefers 1,2,4/exp 3,d,f/will 1,2,3,6.
Kevin Rose, 36, (408) 377-5407, 212 Barbara Dr., Los Gatos, CA 95032 wants 1,2/prefers 1,2/exp 1,b/will 1,2.
Eric R. Kuehne, 35, (408) 253-9869, 20010 Rodriques Avenue, #E, Cupertino, CA 95014 wants 1,2,3,5/prefers 1,2/exp 3,d/will 1,3,6.
Paul Zupan, 32, (415) 331-0812, P.O. Box 1774, Sausalito, CA 94966 wants 1,4,5/prefers 1,2/exp 4,d,e/will 3,4,6.
Harold, 34, (415) 285-6769 wants 1/prefers 1,2/exp 4,b/will 1,5,6.
Dinko Matkovic, 36, (415) 337-6430, 228 Moscow St., San Francisco, CA 94112 wants 1,2,3,4,5,6/prefers 2/exp 3,b/will 1.
Mike Hedman, 26, (415) 436-2757, 1811 - 11th Ave., Oakland, CA 94606 wants 1,3,4,5/exp 3,a/will 3,6.
Chris Case, 30, (415) 680-0907, 1454-C Wharton Way, Concord, CA 94521 wants 1,2/prefers 1,2/exp 3,a,b,e/will 1,3.
Peter Gabriele, 39, (415) 443-9029, P.O. Box 251, Livermore, CA 94551-0251 wants 1,2,3,4,5,6/prefers 1,2,4/exp 4,d/will 1,2,3,6.
Kurt Magdanz, 25, H: (415) 892-4755 or W: (707) 584-2502, 33 Cowbarn Lane #4 Novato, CA 94947 wants 4,5/prefers 2/exp 3,d/will 1,2,3,5,6.

1991 RACING

"TO CREW" CODE

I/WE WANT TO RACE:

- | | |
|------------------------|-------------------------|
| 1) San Francisco Bay | 4) 1991 TransPac (July) |
| 2) Monterey/Santa Cruz | 5) to Catalina (July) |
| 3) Ocean | 6) to Mexico (November) |

I/WE PREFER:

- | | |
|------------------------|---------------|
| 1) Boats under 30 feet | 3) Dinghies |
| 2) Boats over 30 feet | 4) Multihulls |

MY/OUR EXPERIENCE IS:

- | | |
|-------------|--|
| 1) None | a) Less than one full season |
| 2) A little | b) Little or no racing, but lots of cruising and/or daysailing |
| 3) Moderate | c) I have out-of-area racing experience, but am unfamiliar with local conditions |
| 4) Mucho | d) One to two full local seasons |
| | e) One to two long-distance ocean races |
| | f) Years of Bay and ocean racing |

I/WE WILL:

- 1) Help with the bottom, do maintenance — anything!
- 2) Play boat administrator, go-fer
- 3) Go to the masthead to retrieve the halyard at sea
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle

MEN TO CREW — CONT'D

- Bob Frankfurt, 43, (415) 527-1364, 145 Ardmore, Kensington, CA wants 1,2,5/prefers 1/exp 2,a.
- Dave Howard, 45, (916) 985-2206, 154 Rebecca Way, Folsom, CA 95630 wants 1/prefers 2/exp 3,d/will 1,6.
- Roger Franz, 41, (916) 393-9453, 1340 Gagle Way, Sacramento, CA 95831 wants 1,3,4,5,6/prefers 1,2/exp 1/will 1,2,6.
- Pat J. Flaharty, (415) 376-9361, 10 Idlewood Ct., (415) 376-9361, 10 Idlewood Ct., Moraga, CA 94556 wants 1,2,5/prefers 2/exp e,f/will 1,2,4-5,-6.
- Arnold Zippel, 37, (415) 543-4331, San Francisco, CA wants 4,5,6/prefers 2/exp 3,d/will 2,3,6.
- Len Tiemann, 54, (415) 792-1539, 44 Burnham Place, Fremont, CA 94539 wants 1/prefers 2/exp 4,f/will 4.
- Eric Gullyard, 24, (415) 325-4461, 810 Coleman Ave., #21, Menlo Park, CA 94025 wants 1,2,3,4,5,6/prefers 2/exp 4,c/will 4,5.
- Joe Schmidt, 47, (415) 369-7602, 645 Eastview Way, Redwood City, CA 94062 wants 1,3/prefers 2/exp 4,f/will 3,6.
- Roger Meyer, 31, (415) 278-3483, 1177 Via Esperanza, San Lorenzo, CA 94580 wants 1,2,5/prefers 1,2/exp 2,b/will 1,3,6.
- Rich Lewis, 25, (415) 941-9417, P.O. Box 390061, Mountain View, CA 94039 wants 1/prefers 1,2,4/exp 3,c/will 1,2,3,5.
- Dr. Greg Dannucci, 32, (707) 746-6168, 1730 Francisca Court, Benicia, CA 94510 wants 1,3/prefers 1/exp 2,b/will 1,3,6.
- David Langerman, 38, (707) 763-1376, 1309 Marian Way, Petaluma, CA 94954, W: (415) 454-1460 ext. 2328 wants 1/prefers 1,2/exp 3,d/will 1,3,6.
- Jim Turner, 47, (408) 226-7927, 268 Jagers Dr., San Jose, CA 95119 wants 1,3,4,5,6/prefers 2/exp 3,e,f/will 1,2,3,4,5,6.
- Miles Cagney, 31, (415) 892-6792, 5 Betty Lane, Novato, CA 94947 wants 1/prefers 1,2/exp 4,c/will 1,2,4,6.
- Bruce Koch, 33, (415) 854-5575, 665 Monte Rosa Drive, #923, Menlo Park, CA 94025 wants 1,2,3/prefers 1,2/exp 3,d,e/will 3,5,6.
- Rich, 40+, (415) 524-8223, 7454 Stockton Ave., El Cerrito, CA 94530 wants 1,2,3,4,5/prefers 1,2/exp 4,d,f/will 4.

MEN TO CREW — CONT'D

- Harry Allen, 51, (415) 388-6531 wants 3,4,5/prefers 2/exp 4,f/will 4.
- Vince Alalmo, 59, (408) 945-8921, 574 Bayview Park Dr., Milpitas, CA 95035 wants 4,5,6/prefers 2/exp 3,e/will 2,6.
- Woody, 40, (415) 381-3236, 3 Linden Lane, Mill Valley, CA 94941 wants 1/prefers 1,2/exp 4,d/will 3,4,5.
- John Fair, 27, (415) 659-1243, 47112 Warm Spring Blvd., #230, Fremont, CA 94539 prefers 2/exp 3,c/will 1,2,3,5,6.
- Matt Thurber, 31, (415) 636-9844, 4060 Burckhalter Avenue, Oakland, CA 94605 wants 1,2,3,4,5,6/prefers 1,2,4/exp 2,a/will 1,3.
- David Wadbrook, 47, (415) 296-9564, 457 Chestnut St., San Francisco, CA 94133 wants 1/prefers 1,2/exp 4,c/will 1,2,3,5.
- Matthew Dusanic, 31, (415) 346-9048, 2055 Sacramento, #408, San Francisco, CA 94109 wants 1/prefers 1,2/exp 3,b/will 1,6.
- David Demarest, 39, (415) 485-0789, 10 Elford, San Rafael, CA wants 5/prefers 2/exp d/will 6.
- Ken Ryan, 26, (415) 387-5206, 251 El Camino Del Mar, San Francisco, CA 94121 wants 1,3,4,6/prefers 2/exp 4,f/will 1,3,4,5,6.
- Alan Perkins, 31, (415) 387-5206 or (703) 836-3076, 251 El Camino Del Mar, San Francisco, CA 94121 wants 3,4,6/prefers 2/exp 4,f/will 3,4,5,6.
- Ralph M. Dennis, 24, (415) 644-4161, 2560 Bancroft Way #6, Berkeley, CA 94704 wants 1,4,5/prefers 2/exp 3,d/will 1,3,5,6.
- Bill Laughlin, 41, (415) 381-1117, 617 Eucalyptus Way, Mill Valley, CA wants 1/prefers 1,2/exp 4,f/will 5.
- John Kidd, 44, (916) 885-5440, P.O. Box 4343, Auburn, CA 95604 wants 1,2,3/prefers 2/exp 2,a/will 1,2,3.
- Phil Bazzano, 43, (707) 573-1119, 3680 Blsord Lane, Fulton, CA 95439 wants 1/prefers 1,2/exp 2,a/will 1,6.

- Jeff Bean, 44, (415) 648-7140, 322 Eureka St., San Francisco, CA 94114, wants 1/prefers 1,2/exp 4,f/will 5.
- Bill Hajek, 43, (916) 685-7897, 8713 Seckel Ct., Elk Grove, CA 95624 wants 1/prefers 2,4/exp 4,c/will 1,2,6.
- Clark Davis, 49, (408) 741-0370, 21820 Via Reging, Saratoga, CA 95070 wants 3,4,5,6/prefers 2/exp 3,b/will 1,2.

CREW LIST

MEN TO CREW — CONT'D

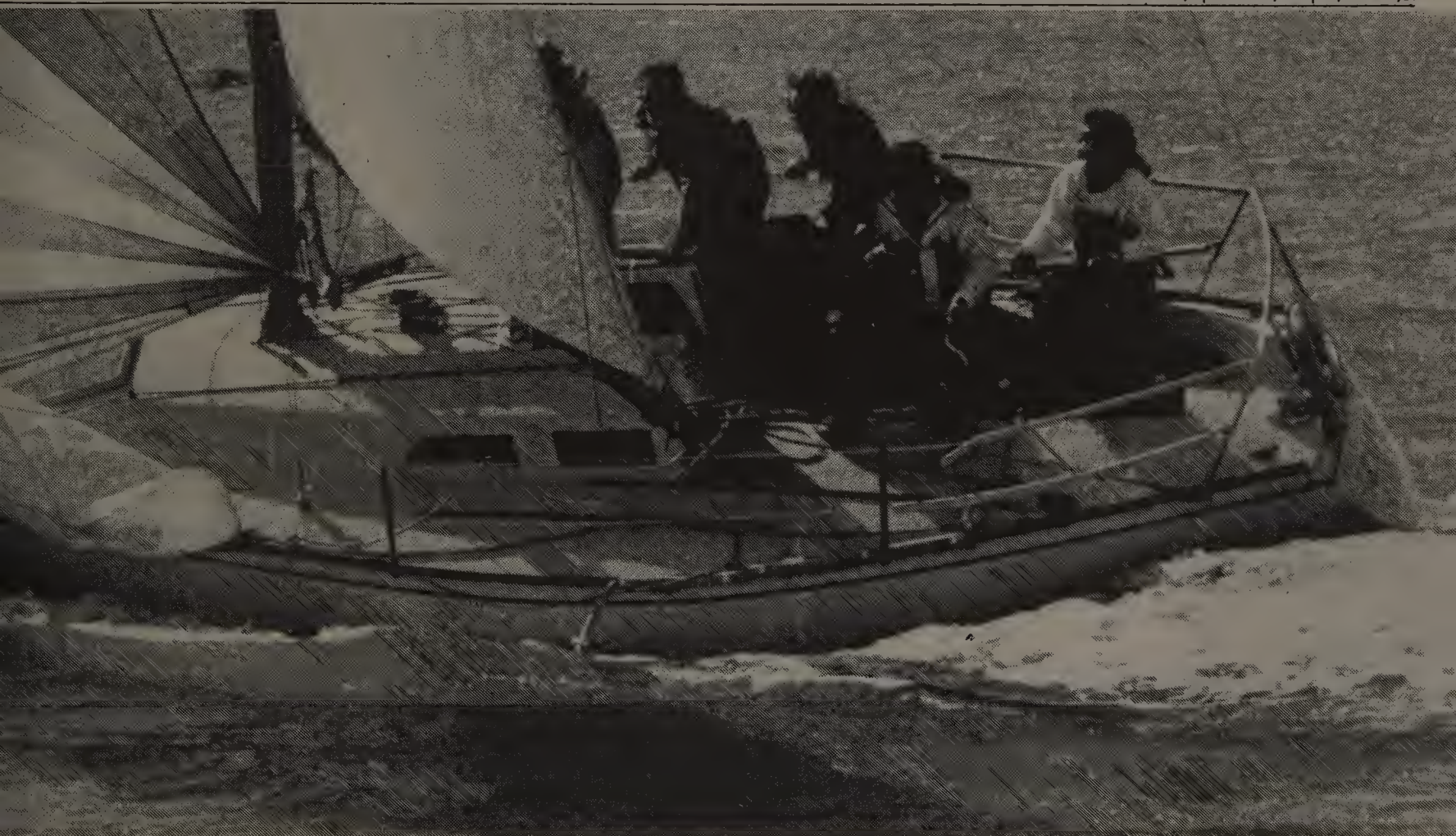
Jeff Hamilton, 27, (408) 286-6853, 633 Mindy Way, San Jose, CA 95123 wants 1,2,3,4,5/prefers 2/exp 2,a,f/will 2,3,5,6.
Steve Sproul, 42, (707) 938-2537, 1000 Siesta Way, Sonoma, CA 95476 wants 1,3/prefers 1,2/exp 3,b/will 1,2,3,5,6.
Roy Wessbecher, 32, Fax: (408) 496-0569, 1522 Arbuckle Ct., Santa Clara, CA 95054 wants 3,4,5,6/prefers 2/exp 3,b/will 1,2,3,6.
Chris Paulsen, 38, (707) 762-9265, P.O. Box 380, Petaluma, CA 94953 wants 1,3,4,5,6/prefers 2/exp 3,b/will 1,6.
Dr. Thomas M. Strat, 35, (415) 592-0903, 746 Newport Circle, Redwood City, CA 94065 wants 1/prefers 2/exp 1,a/will 1,3.
Jim Cox, 43, (408) 374-3492, 1572 Mendenhall Dr., #5, San Jose, CA 95130-1230 wants 1,2,3/prefers 2,4/exp 2,a,b/will 1,2,6.
Rob Mayberry, 22, (916) 361-3717, 2660 Pt. Reyes Way, Sacramento, CA wants 1,2,3,4,5,6/prefers 1,2,3,4/exp 3,a/will 1,2,3,6.
J. Carlo Cannell, 27, (415) 673-2416, 11 Valparaiso, San Francisco, CA 94133 wants 1,3,4,5/exp 4,c/will 5.
Art Broussard, 40, (415) 792-0946, Newark, CA wants 1,2,5/prefers 2/exp 2,c/will 2,6.
F.P. Lockhart, 28, (415) 865-9850, 2053 Pacific Ave., #1, Alameda, CA 94501 wants 3,4,5,6/prefers 2/exp 2,a/will 1,2.
Michael Tolan, 29, (415) 595-0556, 1124 Bayswater Avenue, San Mateo, CA 94401 wants 4,5,6/prefers 1,2/exp 3,d/will 1,2,3,6.
Donald P. Wang, 36, (415) 532-1332, 4421 Fleming Ave., Oakland, CA 94619 wants 3,5,6/prefers 2/exp 3,b/will 2,4.
Steven Eldred, 30, (415) 943-1691 wants 3,5/exp 3,f/will 5,6.
Scott Davis, 28, (415) 883-4638, 32 Bonnie Brae Dr., Novato, CA 94949 wants 1/prefers 1/exp 3,f/will 1,2,3,5,6.

MEN TO CREW — CONT'D

Jim Frederick, (916) 392-6169, 8344 Langtree, Sacramento, CA 95823 wants 1,4/prefers 2/exp 2,b/will 1,2,6.
Ken MacKenzie, 38, (415) 331-9526, Box 877, Sausalito, CA 94966 wants 1/prefers 1,2/exp 3,c/will 3,6.
Cam Lewis, (408) 899-5113, 1220 San Pablo Ave., Apt A, Seaside, CA 93955-3767 wants 1,4/exp 4,f.
John Farley, 29, (415) 665-8331, 2145 Judah St., San Francisco, CA wants 1,2,4/prefers 2/exp 4,e/will 1,3,5,6.
Jeff Zarwell, 33, (408) 554-8501, 1101 S. Winchester #M, San Jose, CA 95128 wants 1,2,6/prefers 2/exp 4,f/will 1,3,5,6.
Jerry Lansing, 36, (408) 724-5722, 741 Larkin Valley Rd., Watsonville, CA 95076 wants 2/prefers 1,2,3,4/exp 2,b/will 1,2.
Jim McPherson, 54, (415) 751-8355, 3997 Washington Street, San Francisco, CA 94118 wants 1,2,3,5,6/prefers 2/exp 3,d/will 1,3,5,6.
John Hurd, 42, (503) 482-1455, 1746 Ashland St., Ashland OR, 97520 wants 1,3,4/prefers 1,2,4/exp 2,c/will 1,3.
Chris Migdal, 27, (415) 335-1726, P.O. Box 7311, M/S 7L-552, Mountain View, CA 94039-7311 wants 1,3/prefers 2/exp 3,d/will 1,2,3,6.
John Caviness, 28, (415) 666-3509, 1724 Clement St., #1, San Francisco, CA 94121 wants 1,2,3/prefers 2,4/exp 3,b/will 1,2,3,5.

WOMEN TO CREW ON A RACING BOAT

Pat Zirelak, 32, (415) 924-3915, 1595 Casa Buena Drive, #8, Corte Madera, CA 94925 wants 1,2,3,5,6/exp 1/will 2.
Pat Mullin, 38, P.O. Box 4913, Walnut Creek, CA 94596 wants 1/prefers 2/exp 3,d/will 2,6.
Linda, (415) 728-5487, P.O. Box 371063, Montara, CA 94037 wants 1,5/prefers 2/exp 3,d,e,f/will 6.
Joni Monnich, 33, (415) 865-1084, 748B Pacific Ave., Alameda, CA 94501 wants 1,4/prefers 1,2/exp 2,d/will 2,6.



Sean Conway, 25, (916) 275-2507, P.O. Box 491964, Redding, CA 96049 wants 3,5,6/prefers 2/exp 2,b/will 1,2,3.
Bob Young, 28, (415) 938-5236, 125 Player Ct., #3, Walnut Creek, CA wants 1,3,4/prefers 2,4/exp 4,c,f(ocean)/will 1,2,3,4,5,6.
John Harp, 38, W: (408) 562-5594 or H: (408) 241-7018, 3131 Homestead Rd., #18E, Santa Clara, CA 95051 wants 1,3/prefers 1/exp 3/will 1,4,6.

Karen Manuel, 33, (415) 523-3831, Alameda wants 1,2/prefers 1,2,4/exp 3,d,e/will 1,2,3,6.
Sue, 26, (415) 321-5276, P.O. Box 3952, Stanford, CA 94309 wants 1,2,3,4,5,6/prefers 1,2/exp 3,d/will 1,2,3.
Cynthia Anna Eriksson, 32, (408) 667-2126, P.O. Box 502, Big Sur, CA 93920 wants 2,3,5/prefers 2/exp 3,b/will 1,2,3.

1991 RACING CREW LIST

WOMEN TO CREW — CONT'D

All Bornstein, 30, (415) 228-8225, Martinez P.O. General Delivery, 4100 Alhambra Ave., Martinez, CA 94553 wants 1,4/prefers 2/exp 3,d/will 6.
 Leslie Dunn, 28, (415) 331-5280, 38 Cypress Place, Sausalito, CA 94965 wants 1,3/prefers 1,2/exp 3,b,c/will 1,2.
 Karin H., 30, (415) 983-7690, One Post St., 17th floor, San Francisco, CA 94104-5296 wants 1,2,3,5,6/prefers 2/exp 3,a/will 1,2,3,5,6.
 Debbie H., 40, (415) 638-6662, 659 Tudor Rd., San Leandro, CA 94577 wants 1,2,3,4,5,6/prefers 2/exp 4,a,b/will 1,2,3,6.
 Carol Wright, 34, (415) 785-9360 or (408) 725-8117, 1085 Hunterston Pl., Cupertino, CA 95014 wants 1/prefers 1,2/exp 3,d/will 1,2,3,5.
 Ava, 27, (415) 526-6724, 921 Buchanan St., Albany, CA 94706 wants 1,3/prefers 1,2/exp 3,d/will 1,2,5,6.
 Nancy S., 30+, (415) 327-1689, P.O. Box 51493, Palo Alto, CA 94303 wants 1,2/prefers 1,2/exp 3,b/will 1,2,5.
 Anne Hawthorne-Whalen, 37, (808) 638-8015, 59-585 B Ke Iki Rd., Haleiwa, HI 96712 wants 4/prefers 2/exp 3,4,d/will 3.
 Susan Pleper, 30, 387-5206, 251 El Camino Del Mar, San Francisco, CA 94121 wants 1,3,4,6/prefers 2/exp 4,e/will 1,2,3.
 Judith Fairchild, 36, (916) 485-0107, Sacramento wants 1,3,4,7,6/prefers 2/exp 3,d,e/will 1,4,5,6.
 Joanna Apostolos, 28, (415) 331-1519, 149 Filbert Avenue, Sausalito, CA 94965 wants 1,2,4,6/prefers 2/exp 2,b.
 Lauren Anthone, 32, (415) 332-4627, P.O. Box 1056, Sausalito, CA 94966-1056 wants 1,4,7/prefers 1,2/exp 3,b/will 1,2,3,7.
 Leslie P., 34, W: (415) 236-3636, Metron, 25 Seagull Dr., Richmond, CA 94804 wants 1/prefers 2/exp 1,b/will 1,5.
 Janice Asher, 25, (415) 388-5036, 1210 Lattie Ln., Mill Valley, CA 94941 wants 1,2,3,4,5,6/exp 1,a/will 1,2,3.
 Jole, 40ish, P.O.B.1625, Sausalito, CA 94966 wants 1/prefers 1,2/exp 2,a/will 2.
 Lynne, (707) 557-4648, 129 Byron St., Vallejo, CA 94590 wants 1/prefers 2/exp 3,d/will 2,6.
 Bev Barth, (415) 381-1117, 617 Eucalyptus Way, Mill Valley, CA wants 1,5,6/prefers 2,4/exp 4,e,f/will 2.
 Rebecca Danskin, 37, (415) 829-4647, P.O. Box 2675, Dublin, CA 94568 wants 1,3/prefers 1,2/exp 3,d/will 1,2.

COUPLES TO CREW ON A RACING BOAT

Les Laky & Tobl Lytle, 51/39, (415) 493-5101, 4250 El Camino Real, #A203, Palo Alto, CA 94306 wants 1,2/prefers 2/exp 3,4,b,c/will 1,2,3,4,5,6.
 Steven & Linda Kibler, 38, (408) 432-1900, 669 Stonemag Way, San Jose, CA 95127 wants 1,3,5/prefers 2/exp 3-4,b,e/will 1,3,5,6.

RACE BOATS LOOKING FOR CREW

MEN LOOKING FOR RACING CREW

Dick Brenner, 55, (415) 461-4753, 41 Corte Encanto, Greenbrae, CA 94904, Knarr 30-ft plans 1,7,b/wants 1/for 1,2.
 Jim Cascianal, 34, (408) 447-6610, 7985 Pumpkin Court, Cupertino, CA 95014, International 14 plans 1b/wants 2/for 3.
 Karl Dake, 36, (415) 525-4136, 1322 Santa Fe Ave., Berkeley, CA 94702, Catalina 27 plans 1b,c,d/wants 1,2,3/for 2.
 Joe Schmidt, 47, (415) 369-7602, 645 Eastview Way, Redwood City, CA 94062, Santana 22 plans 1d,e/wants 2/for 1.
 David, 41, (415) 381-1832, Mill Valley, Santana 35 plans 1b, wants 3, for 3.
 Rul M.G. Luis, 28, P.O. Box 32, Lincoln, CA 95648, Moore 24 plans 1a,d,e/wants 1/for 1.
 Lou Fox/Warren Seward, 49/31, (415) 528-SAIL, 431 Arlington Avenue, Berkeley, CA 94707, Olson 40 plans 7c,d/wants 3/for 3.
 John Siegel, 45, (408) 429-1423, 115C Southampton Lane, Santa Cruz, CA 95062, Hawkfarm plans 1,2,b,c/wants 3/for 2.
 Mark Rommell, 35, (415) 537-3698, P.O. Box 416, Hayward, CA, 31' Sloop plans 1,7,a/wants 1/for 1.
 Irving Kubin, 58, (415) 526-8840, 1224 Milvia St., Berkeley, CA 94709, Moore 24 plans 1,3,a,b,d,e/wants 3/for 1.
 Alex Malaccorto/Richard Bryant, 55/37, (408) 275-0827, 729 N. 20th Street, San Jose, CA 95112, Beneteau 42 plans 1,3,5,a,d/wants 1,2/for 2.
 Bill La Boheme, 47, P.O. Box 1307, Grass Valley, CA 95945, 37.5' Sloop plans 1,3,5,a,c,d/wants 1,2,3/for 2.

"WANT CREW" CODE

I/WE PLAN TO RACE:

- | | |
|------------------------|---|
| 1) San Francisco Bay | a) Handicap |
| 2) Monterey/Santa Cruz | b) One Design |
| 3) Ocean | c) YRA Season |
| 4) 1991 TransPac | d) Specialty Events and/or occasional YRA |
| 5) Catalina Race | e) Beer cans |
| 6) Mexico Race(s) | f) Anything & everything |
| 7) Other _____ | |

I/WE WANT CREW:

- 1) That will consistently put out 100% for the chance to get experience, and won't complain when cold, wet, bruised or scared silly.
- 2) With at least one full season of racing experience.
- 3) With more than three years experience.

I/WE RACE:

- 1) Casually — winning is nice, but let's keep it fun.
- 2) Pretty seriously — why else make the effort?
- 3) Very seriously — I/we don't like to lose.

MEN LOOKING FOR CREW — CONT'D

Byron Mayo, 39, (415) 521-2356, 909 Marina Village Pkwy., Suite 353, Alameda, CA 94501, Santana 35 plans 1,a,b,d/wants 3/for 3.
 Roger King, 42, (415) 332-4819, P.O.B. 2286, Sausalito, CA 94965, 41' Bermuda Cutter plans 1,7,e/wants 1/for 1.
 Dave Sallows, 41, (408) 988-6847, 3400 Bassett Street, Santa Clara, CA 95054, Beneteau First 42 plans 1,3,5,a,d/wants 1,2/for 2.
 Jim Fair, (415) 967-6207, 2417 Laura Lane, Mountain View, CA 94043, Merit 25 plans 1,a,c/wants 1/for 2.
 Harry Allen, 51, (415) 388-6531, Express 27 & Tartan 10 plans 1,3,a,b,c,d,e,f/wants 3/for 2.
 Craig Sharrow, 40, (415) 332-4929, P.O. Box 471839, San Francisco, CA 94147, Davidson 44 *Infra Red* plans 1,3,7,c/wants 3/for 3.
 David Demarest, 39, (415) 485-0789, 10 Elford St., San Rafael, Santana 22 plans 1,b,c,d,e/wants 3/for 2.
 Fred Kearney, 43, (415) 530-7152, 6985 Exeter Dr., Oakland, CA 94611, Newport 30 MKII plans 1,b/wants 1/for 1.
 Bob A. Dries, 46, (415) 864-8522, 1250 Masonic Ave., San Francisco, CA 94117, Columbia 36 plans 1,a,c,d/wants 2/for 2.
 Bill Blasen, 29, 433-D West Rincon Ave., Campbell, CA 95008, Olson 25 plans 1,b,d/wants 1/for 1.

WOMEN LOOKING FOR RACING CREW

Sharon, 47, 2400 Olympic Blvd., #3193, Walnut Creek, CA 94595, Ericson 35 plans 1,a,d/for 1.
 Ayn Woodruff, 45, (916) 878-1079, 1681 Hidden Valley Lane, Auburn, CA 95603, Sabre 34 plans 3,5,d/wants 2/for 1.

COUPLES LOOKING FOR RACING CREW

Randy & Ann Broman, 48, (415) 552-6246, 60 Pierce Street, San Francisco, CA 94117, Tartan Ten 33-ft plans 1,a,c/wants 2/for 2.
 Lee & Geri Garami, 31/34, (415) 797-5325, 36107 Pizarro Drive, Fremont, CA 94536, Hobie 33-ft plans 1,2,3,5,a,d,e/wants 1/for 2.
 Joseph & Carol Melino, 50/40, (408) 268-0833, 6314 Paso Los Cerritos, San Jose, CA 95120, Beneteau 305 plans 1,a,c/wants 2,3/for 2.

STOP

Spending an extra 20% on old technology sails.

Many of our competitors have recently ended their winter discounts of up to 20% so you might wonder – Are their sails suddenly 20% better? Hardly. Prices for Sobstad's GENESIS sails are *always* lower due to production efficiency inherent in our unique new GENESIS manufacturing process.

GENESIS – Pure and simple. A superior product a super price.

If you want to know how this is possible consider this:

In a conventional tri-radial sail, up to 30% of the fabric purchased for your sail will be wasted as scrap! This is just one of the many reasons we are able to produce your sail more efficiently.

To learn more, visit our loft near Richmond Yacht Club and see a Genesis sail. You'll be amazed.



Tri-radial
Circa 1984

Before you buy your next sail
you owe it to yourself to find out about Genesis
ONLY BY SOBSTAD

(415) 234-4334 • (415) 234-8192
1230 BRICKYARD COVE ROAD
PT. RICHMOND, CA 94801



U.S. Lofts: Annapolis, Md. Atlanta, Ga. Chicago, Ill. Detroit, Mi. Los Angeles, Ca. Marina del Rey, Ca.
New Orleans, La. San Diego, Ca. San Francisco, Ca. Seattle, Wa. Tampa, Fl.

International: Australia Canada Great Britain France Italy Japan New Zealand Norway South Africa Switzerland

*With a long update on the status of chartering in **Mexico**; a happy tale of first-time chartering in the **British Virgin Islands**; and the random charter notes.*

Chartering In Mexico

The charter industry in Mexico — or more properly, the lack of it — has always come as something of a surprise to visitors. Mexico would seem to have everything necessary for a thriving charter industry: a tropical climate, warm sailing waters, plenty of anchorages and coves, good transportation, and millions of affluent *gringos* just two to three hours north by plane.

Despite all these built-in advantages and the urgent need for tourist dollars, the Mexican charter industry has been plagued by archaic laws, lack of government support, inconsistent regulation and widespread confusion. As a result, legitimate charter businesses are few and far between, and countless tourist dollars have gone to other

certainly didn't help either.

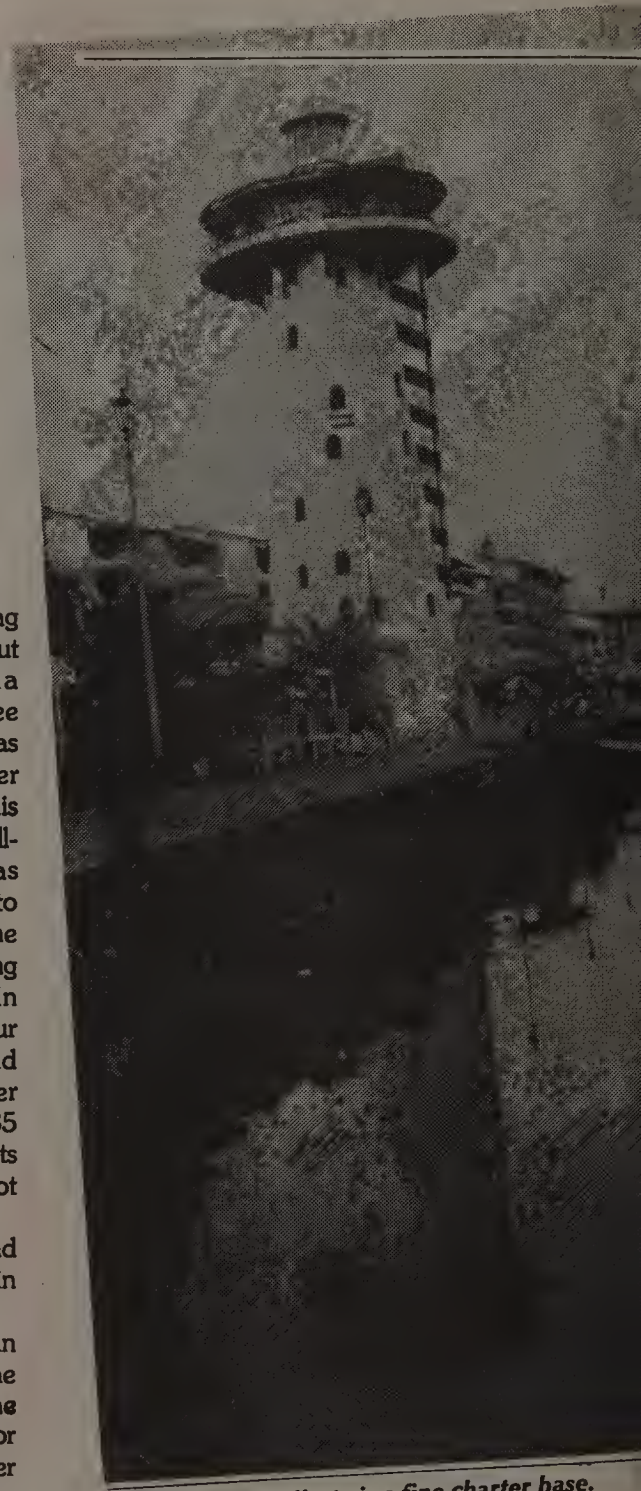
But there is change afoot, change being driven primarily not by the government, but by a 26-member Mexican Marina Association. The association members see chartering as a way to fill their marinas (existing and pending) and put their ever more sumptuous facilities on the map. This group, headed by Felipe Alonzo, a well-connected Mexico City attorney, has succeeded in getting the government to approve what was once unthinkable: the legalization of American crews running American flag vessels in Mexico for charter. In other words, yes, you can legally take your boat and American crew to Mexico and charter it out by the day, week or longer periods. In fact, there are approximately 35 American yachts doing just that. These boats range from 40-foot sloops to 120-foot motoryachts.

Naturally, there are certain conditions and fees involved with chartering your boat in Mexico.

The biggest condition is that boats can only charter through bonded marinas. It is the marinas that are responsible for getting the chartering licenses, obtaining the permits for each charter, collecting the taxes, and other administrative details. Either now or in the near future, boats can be bonded for chartering through marinas in La Paz, Puerto Vallarta, Cabo San Lucas, Manzanillo, Acapulco and Ixtapa/Zihautanejo. Just because a boat is bonded through a marina in one place, does not mean it can't work another area. A vessel bonded to charter out of the new Marina Vallarta, for example, is not prohibited from doing a week-long term charter in the Sea of Cortez.

Boats wishing to charter must pay an annual licensing fee of approximately \$1,200, and then another \$200 a year to be bonded by the marina. The marina also adds 16% on to the price of every charter to cover Mexican service tax and a marine fee. If a charter agent booked the charter, they are also entitled to their 15% fee.

So while it may now be legal to charter your boat in Mexico, there are no particularly strong incentives in place for operators. In fact, it's just the opposite. Compared to most



Marina Vallarta is a fine charter base.



The Sea of Cortez, where hundreds of cacti grow down to the sea, is great for spring and fall charters.

tropical locales. The negative publicity associated with Paradise Charters' failure to honor a number of charter commitments

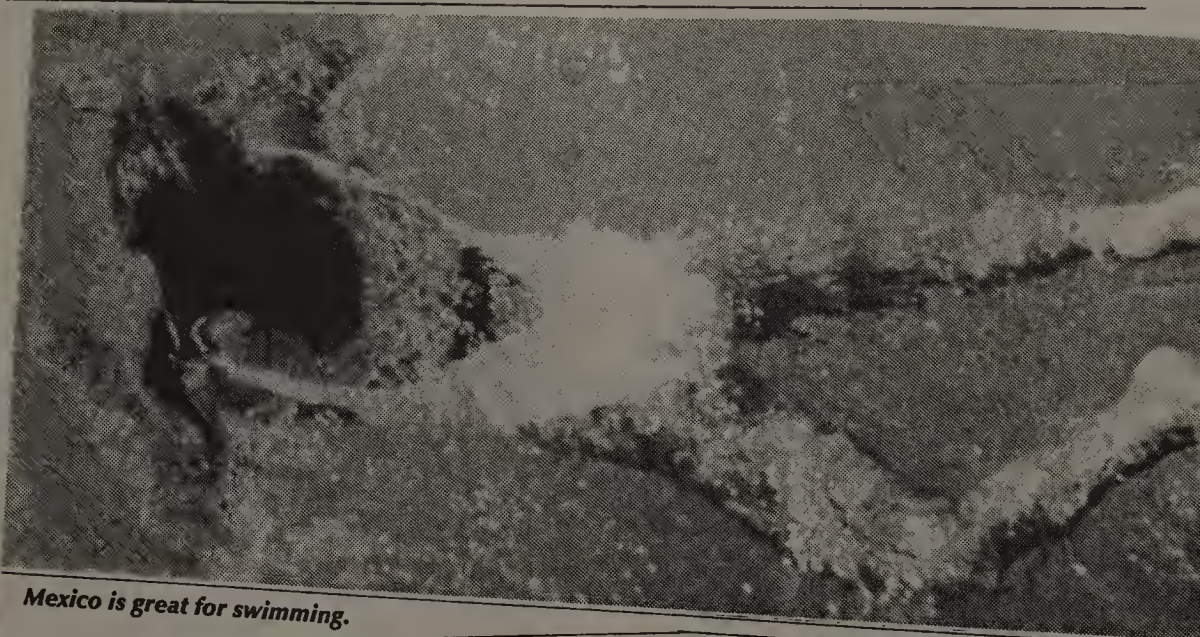
of the Caribbean, Mexico is an expensive place to try and make a charter profit — a very elusive thing anywhere. In other words, don't sell your farm in hopes of becoming rich running a charter boat in Mexico. If anything, the good news is for cruisers who like to be alone. Chartering in Mexico will grow, but it's not on the verge of exploding.

As always, there are inconsistencies in Mexican chartering policy. Under the new arrangement, bareboat charters are prohibited. Why? According to Alonzo, it's because Mexicans — who are expected to be more active mariners in the coming years — aren't generally qualified to handle typical bareboats. This, of course, completely ignores the fact that The Moorings has been running a first-class — and completely legal — bareboat operation out of Puerto Escondido, Baja, for the last five or so years. So bareboats are illegal — except for legal

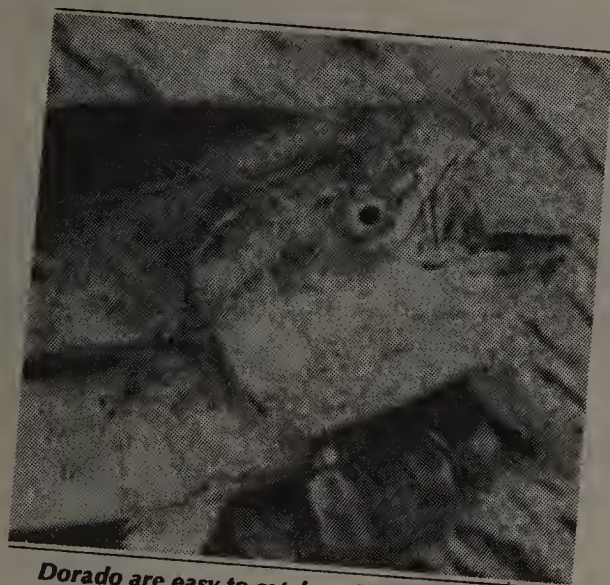
OF CHARTERING



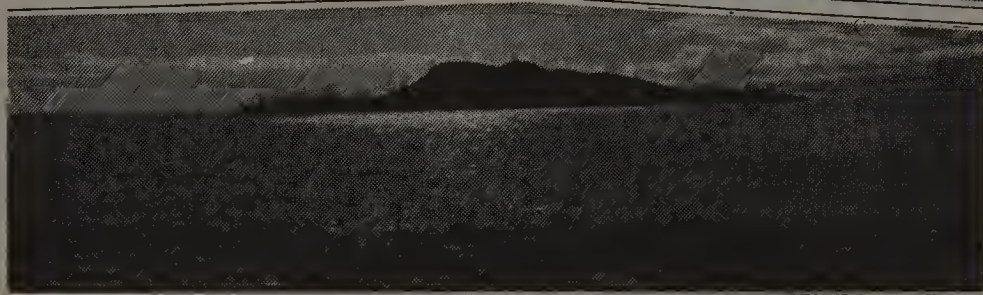
Solitude is easy to find in Mexico.



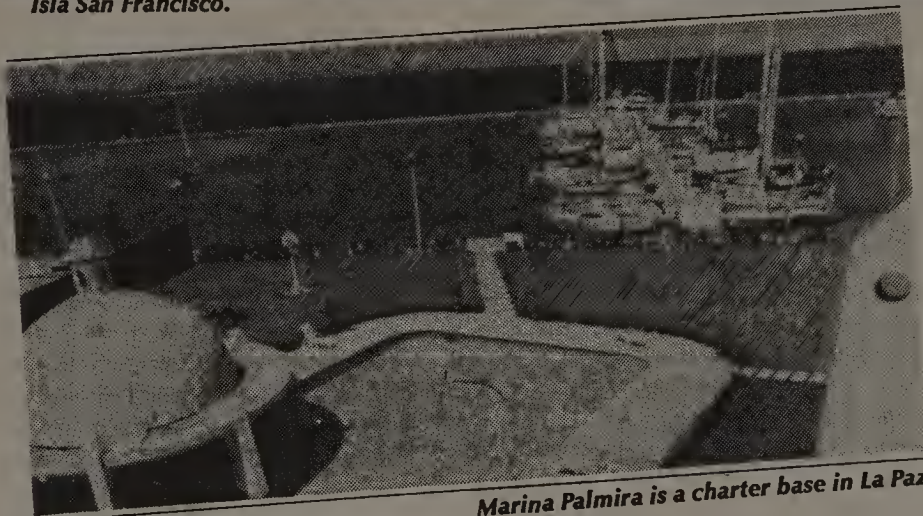
Mexico is great for swimming.



Dorado are easy to catch and delicious.



Isla San Francisco.



Marina Palmira is a charter base in La Paz.

exceptions such as The Moorings. Ah, Mexico.

And what of the current 'pirate charter' operations? Alonzo, noting that a legal charter system is now in place, says that illegal charterers will soon feel the heat from more than just the sun. He reports that 22 U.S. flag vessels were seized in Cancun recently for violating Mexican charter laws. Fines had to be paid to get them back.

Certainly the biggest crewed charter outfit in Mexico is PMM (Promotora Mercantil Maritima), a 100% owned Mexican shipping company and agency which has been operating sportfishing boats out of Cabo and motor and sailing yachts out of La Paz — unbeknownst to many — for the last three years under the name of Baja Yacht Charters. PMM recently signed an agreement with Grupo Sidek, a huge Mexican steel and development company that has and is

continuing to build state-of-the art marinas along the Mexican coast, to run charter operations from their facilities. PMM's newest — and perhaps finest — base is Marina Vallarta, a state-of-the-art California quality 600-berth marina/condo complex at the outskirts of Puerto Vallarta. (More on that facility in next month's *Changes*.)

PMM reports they have no interest in "booze cruise" or "cattle call" day trips as have often been done out of P.V. utilizing double-deck pink multihulls and the like. PPM's stated goal is to provide "the more discriminating visitor to Mexico with a true yachting experience aboard the finest sail and motor vessels with professional captains and crews". According to Chris Phillips, director of PMM's operations, "We want to provide the kind of personalized luxury charters that have

previously only been available in the Caribbean, Med, United States and Canada." According to their brochure, PMM says their charters are "licensed, bonded, safety-inspected and insured through the auspices of the Mexican Government."

In an unusual sort of arrangement, Phillips acts as the central agent for all charters booked less than 10 days in advance. Otherwise, boats are booked through their individual central agents. The most active agent are Beverly Parsons, who is the main charter broker for David Fraser Charter out of San Diego. Parsons, who has handled some of the finest luxury yachts around the world for years, and who has had a special interest in the development of chartering in Mexico, is currently the central agent for about 20 yachts. These include *Quintessence*, a Tayana 55; *Windstalker*, a Tayana 52; and *Moonraker*, a Hans Christian 41. Also active

in Mexico charters is Mary Crowley through her Sausalito-based organization, Ocean Voyages. Crowley is currently the central agent for a number of boats including the 40-foot sloop *Pacemaker* and the 60-foot schooner *Elias Mann*. While Ocean Voyages books day and term charters in Mexico, they specialize in more adventurous charters. Crowley, for example, is putting together a charter with *Elias Mann* for the rarely-visited Revillagigedo Islands 300 miles off the coast. Such a charter would take about two weeks.

There is plenty of great chartering to be had in Mexico. Currently, the large majority of charters are in the Sea of Cortez. The area between La Paz and Puerto Escondido is perfect for a week charter, with many fabulous islands and anchorages along the desert — and deserted — stretch of the Sea of Cortez. Late spring and fall are the prime months.

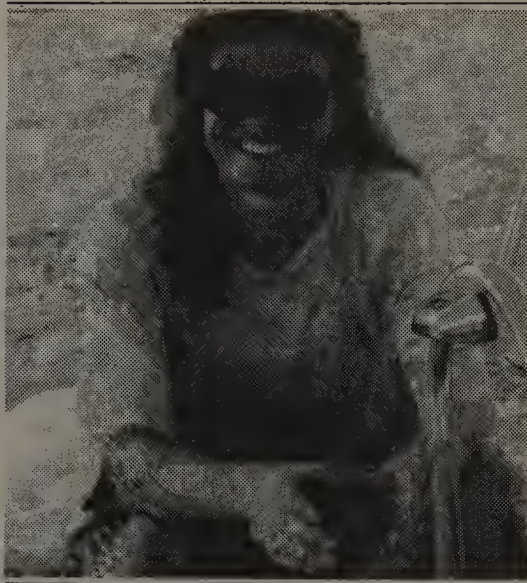
With the fabulous new Marina Vallarta base in Puerto Vallarta, charter activity is sure to pick up on the mainland, too. Banderas Bay, in which Puerto Vallarta is located, is an ideal location for day charters because it probably has the most reliable afternoon breeze in Mexico. It also offers the easy-to-get-to and fun destinations of Yelapa and Islas Tres Marietas. There are great attractions to the north for term charters, too: the very popular bird refuge of Isla Isabella, San Blas and Matenchén Bay, the little village of Chacala, and La Cruz. There's also a great week-long voyage south along the Mexican Riviera to Yelapa, Ipala, Chemela, Tenacatita Bay, Melaque and Las Hadas. Mainland Mexico is a great place to charter except from June to October, when it's hot, humid — and a hurricane highway!

For further information and possible itineraries, contact Beverley Parsons at Fraser Charters, (619) 225-0588; or Mary Crowley at Ocean Voyages, (415) 332-4681.

— latitude 38

Couldn't Spend Just One Week With The Virgins (Neither Could My Girlfriend!)

Last September's *World of Chartering 'Round Up'* on the British Virgin Islands provided the final motivation we needed to transform our long-time chartering dream into a reality. The article suggested that November — because of off-season rates, low crowds and little chance of hurricanes — was an ideal month to charter. Fortunately, that made the timing perfect for my girlfriend and me.



Martha Koenig.



Based on their excellent reputation, we decided to charter with The Moorings out of Road Town, Tortola. After a flight to St. Thomas in the U.S. Virgins, we boarded an inter-island ferry for a scenic 90-minute sunset ride to Tortola in the British Virgins. We spent our first night at the Treasure Island Hotel, which was recently acquired by The Moorings. After our long trip from California, getting a good night's rest was a fine idea.

After being shuttled down to the marina the next morning, we were given a video presentation covering chartering in the British Virgins and a thorough check-out on *Great Escape*, our Beneteau First 32s5. The boat was the perfect size for us, a rookie bareboat couple. Even though she had nice mahogany woodwork, she was light and airy down below. The swim deck with a freshwater nozzle for after-swimming washdowns and showers was very convenient. The price was right, too; 33% off high-season rates.

We elected to provision the boat ourselves. With the Rite-Way supermarket nearby, it was easy to do. Once aboard *Great Escape*, we never needed to go ashore again. We got plenty of use from the stern-pulpit

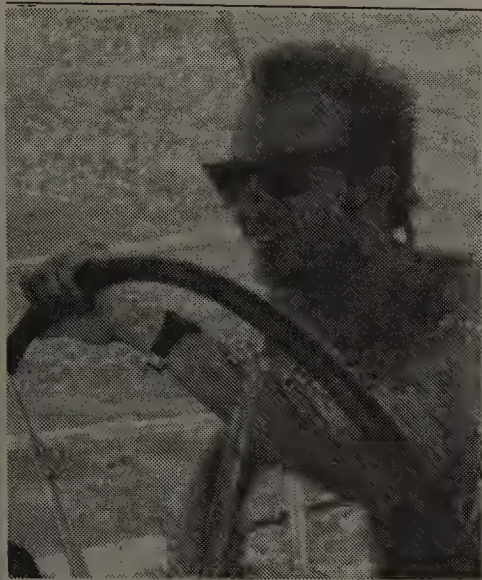
The calm waters of the Virgins — this is Cane Garden Bay — are ideal for first-time charterers.

BBQ, eating only one meal off the boat the whole charter.

Our first sail was a short beam reach to Little Harbor, Peter Island, where we dropped the hook in 25 feet of lovely turquoise water. As the pelicans went dive-bombing for their dinner and a brilliant full moon rose over the island, we sipped on our first rum cocktails. They tasted good.

There is so little variation between day and nighttime temperatures that we found the wind scoops essential for comfortable sleep. As it was, the only inconvenience during the entire trip was the barrage of annoying mosquitos — due, we were told, to a wetter than normal October. Generous applications of Off at nightfall was the only solution.

All of us are confronted by countless decisions each day; we found those on charter to be more pleasant than those back home: When do we end our morning swim and start sailing in the 15 to 20-knot trades? Which small island do we want to explore as a day anchorage? Is noon too early for our first 'Carib' of the day? How far do we want to sail before the next anchorage and sunset?



Jim Tull.

We spent the next three days cruising St. John in the U.S. Virgins. This required the hassle of clearing in and out at both West End, Tortola and Cruz Bay, St. John, but it was definitely worth it. Having spent a week in the BVIs, it was difficult for us to imagine a U.S. Virgin Island that could compare favorably. Well, St. John is 75% National Park, and our final anchorage, pristine Hawksnest Bay, clearly was our favorite spot of the entire charter. There was only one other sailboat in the Bay, and the secluded white beaches are what we've always dreamed about.

This first-time bareboat charter experience has opened our eyes to a whole new world of sailing vacations, and planning our next adventure has become a preoccupation. Where exactly is Tonga, anyway?

— jim tull

Charter Notes:

Are you or your yacht club or organization setting up a **group charter** for distant waters? If so, *World of Chartering* would love to hear about and publicize it. From our perspective, it will make everyone more aware of the ease and scope of charter opportunities around the world.

As an example, Olympic Sailing Club in Berkeley will be taking a group of 30 sailors to **Australia's Whitsunday Islands**, via Sydney, for the April 25 to May 10 period. So far five boats have been chartered from Queensland Yacht Charters. A member of the *Latitude* staff has done a similar trip and gave

Speaking of group charters, last year **The Moorings** introduced a series of one-way flotilla charters in the Caribbean. A flotilla charter is when a group of yachts is under the supervision of a lead yacht operated by a company captain; it's a tradeoff of independence for security. The concept was so well received that eight 12-day Summer Flotillas have been planned for this year from bases in Guadeloupe, St. Lucia and Grenada. If you don't want to bareboat your own boat, there is a limited number of berths available on the lead boats. Prices start at \$969/person and include first and last days in hotels, 10 days on the boats, most meals and other goodies. Call 1-800-535-7289 for further information.

The one **Virgin Island** everybody seems to want to visit is Anegada. A flat and relatively barren island, her major attraction — on the forbidden fruit tastes sweetest theory — is that all bareboat companies and most crewed yachts consider her off-limits. The reason is simple. Tricky currents, limited landmarks and a huge horseshoe reef have made Anegada the largest graveyard of ships in the Caribbean. The bones of more than 300 vessels are said to lie there, one of the most recent being a Swan 65. But since 'the customer is always right', apparently some outfits are allowing bareboats to visit Anegada — as long as they take on a company-approved pilot for the trip. We'll try to get details on which companies allow such trips and what the fee is for a pilot.

With the hostilities in the Persian Gulf looking as though they may wind down soon,

The Moorings had provided excellent charts and cruising guides with aerial views in order to make these daily decisions less taxing.

In addition to sailing, some of the week's highlights included the live reggae music near Foxy's on Jost van Dyke, Painkillers at Marina Cay, watching Bert (the owner of Saba rock) sound a conch shell at his unique island bar, spending two glorious days basking in the magic of The Baths (that wonderful area of magnificently huge boulders, airy grottos and secluded beaches), and scuba diving on the Rhone (after we contacted them by VHF, Underwater Safaris picked us up right off our boat!).

Since we were only able to reserve *Great Escape* for one week, we kept checking out the resorts to determine where we'd spend the remainder of our vacation. There are many well-known elegant resorts, Little Dix Bay, The Bitter End YC and Caneel Bay among them. Nonetheless, we came to the conclusion that we'd rather spend the rest of our vacation on a sailboat as well. We called The Moorings via VHF, and they worked to accommodate us. So after one week, we pulled into the marina next to the Moorings 38 *Lucky Lion*, tossed our gear across, and after reprovisioning, took off again!



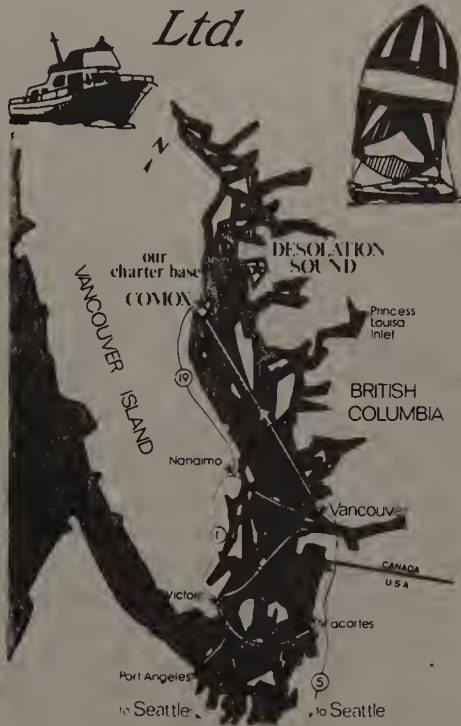
Lush Grenada is one of the bases from which The Moorings 'Summer Flotilla' charters will leave.

it an excellent review.

So what's on your yacht club or group's charter horizon?

many potential charterers who put off trips will soon be **in the mood again**. Today is the time to book a boat for Easter — when it's prime time in Mexico and the Caribbean — and very soon is time to book a boat for the summer, be it in the Med, the Caribbean, the Aegean, Maine, the Pacific Northwest, or anywhere else in the world of chartering.

Desolation Sound Yacht Charters Ltd.



IDEAL LOCATION

If you plan to cruise DESOLATION SOUND or PRINCESS LOUISA INLET just compare our location to that of yachts based in Seattle, Anacortes, Victoria or Vancouver. With us you start your charter only one day's sail from Desolation Sound or Jervis Inlet leading to Princess Louisa Inlet. DESOLATION SOUND is very unique with the mountains rising directly out of the sea to heights of 7000 ft.

PRINCESS LOUISA INLET has a tranquility that stretches from the smooth surface of the reflecting water straight up into infinity. Our Marina is 4 hours by road and ferry from Vancouver or 30 minutes by air.

CHARTER YACHTS

Charter Rates (6 days 6 nights). Discounts up to 20% for longer.

		Before July 7 After August 24	From July 7 To August 24
Sailing Yachts			
Catalina 27	O.B.	\$US434	\$US611
Catalina 27	Dsl	\$US530	\$US712
C&C 27	Dsl	\$US670	\$US836
Martin 29	Dsl	\$US712	\$US889
C&C 29	Dsl	\$US755	\$US1029
Bayfield 32	Dsl	\$US846	\$US1114
C&C 32, Aloha 32	Dsl	\$US943	\$US1205
Nonsuch 30, Jeanneau 32	Dsl	\$US1066	\$US1296
Mirage 33, C&C 33	Dsl	\$US1152	\$US1425
C&C 35	Dsl	\$US1248	\$US1602
Seabird 37	Dsl	\$US1383	\$US1740
Elite 364	Dsl	\$US1425	\$US1779
C&C 40	Dsl	\$US1602	\$US2046
Beneteau 38	Dsl	\$US1693	\$US2138
Diesel Cruisers			
CHB 34	Dsl	\$US1425	\$US1870
Cortez 37, Albin 36, Univ. 36	Dsl	\$US1602	\$US2014
Fast Cruisers			
Commander 26	I.O.	\$US1029	\$US1248
Fairline 32	I.O.	\$US1398	\$US1746

May, June and September are beautiful sailing months, so take advantage of our very low early and late season rates.

GREAT FACILITIES There are grocery stores, a deli and liquor store within two blocks of your yacht and there is unlimited free parking right at our Marina.

PERSONAL SERVICES You are important to us. To get you off to a great start we will: pick you up at the Comox or Courtenay Airport, Train or Bus Depot; check you out thoroughly on your yacht; and brief you on your selected cruising area.

CRUISE N' COURSE from US\$554. Our Cruise N' Courses are fully provisioned live-aboard courses designed to teach you to bareboat charter one of our yachts while enjoying a cruise to magnificent Desolation Sound.

Prices listed are in US dollars and may vary due to Canadian/American currency exchange rates. Conversion to Canadian dollars is made at the Canadian Bank currency exchange rate current on the day the payment is received.

Desolation Sound Yacht Charters Ltd.

201, 1797 Comox Avenue
Comox, British Columbia, Canada, V9N 4A1
(604) 339-7222 (604) 339-4914
FAX (604) 339-2217



THIS SUMMER, WHY NOT CRUISE
ONE OF THE FINEST CRUISING WATERS
IN THE WORLD, THE
SAN JUAN & CANADIAN GULF ISLANDS
CHECK WITH US FOR
HASSLE-FREE AFFORDABLE CHARTERS

SKYLINE YACHT CHARTERS

FLOUNDER BAY

ANACORTES, WA 98221

(206) 293-5134

FAX 206-293-9458

YACHT CHARTERS in the Gulf Islands of B.C.

We Specialize in Sailing Vacations

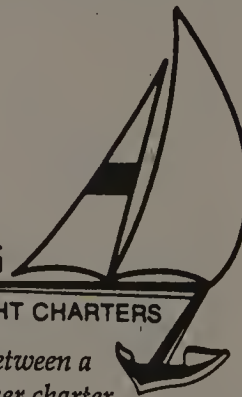
OUR YACHTS - Superbly maintained and fully equipped from 27-39 feet.

OUR STANDARD EQUIPMENT - Bedding, linen, towels, weather gear, galley and starter pak, BBQ and crab trap at no extra charge.

OUR CRUISE & LEARN COURSES - A 5 day, 6 night liveaboard course from beginner to instructor level.

OUR LOCATION - The beautiful, well protected waters of Maple Bay, 6 miles east of Duncan in the Heart of the Gulf Islands.

OUR GOAL - To provide you, our charter guest, with the best in sailing vacations.



ISLAND CRUISING

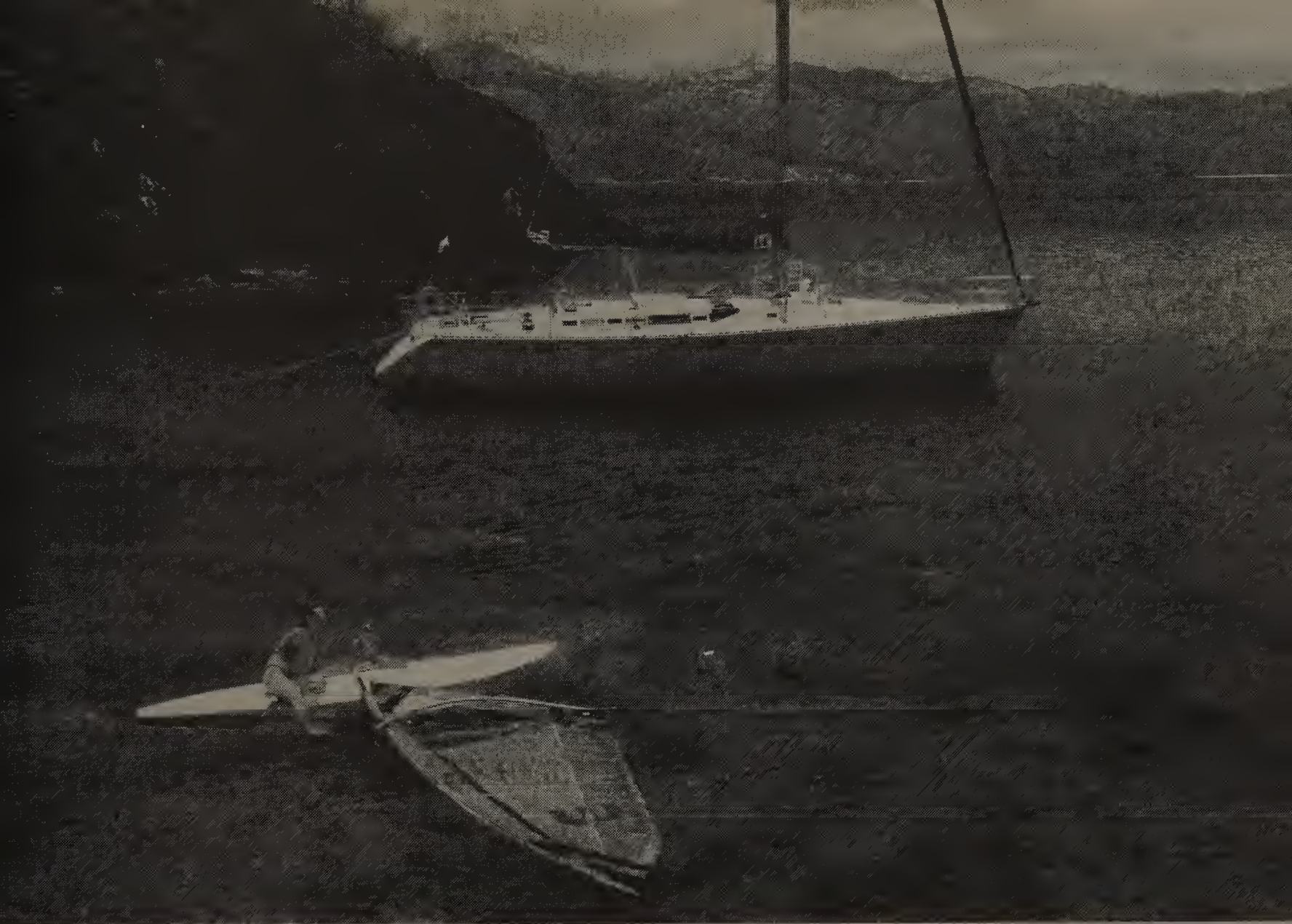
THE QUALITY NAME IN YACHT CHARTERS

Call us and find out the difference between a
SAILING VACATION and just another charter.

1-800-653-5311 (B.C. & Alberta)

(604) 748-6575 (collect other locations)

R.R. #1 - 6145 Genoa Bay Road, Duncan, B.C. Canada V9L 1M3



Why not own a boat that comes with both: an income and a view of paradise.

Have you outgrown the Bay's cold water, winds that blow too hard or not at all, dripping fog and overcrowded coves?

Consider the alternative: ownership of a fabulous 38-50 foot sailing yacht that covers its own principal and interest expense, has no operating cost, and is based in waters where wind, weather and harbors are always perfect.

This solution is called Moorings Advantage, an ownership program from the world's largest sailing company.

It gives you 6 weeks per year for your own use, based in one of our tropical locations: Sea of Cortez, South Pacific, Caribbean or Mediterranean. Sail them all?: you can trade your time and sail on sisterships in any of our locations.

Naturally, there are a great many more features in our program, all which underscore the appropriateness of its name (one is no luxury tax). We'd like to tell you about them and show you our yachts. Write or call: The Moorings, 19345 U.S. 19 North, Clearwater, FL 34624, 1-800-521-1126.

MOORINGS
ADVANTAGE
Yacht Ownership for the 90's.



PROPER YACHTS

Box 70 / Cruz Bay
St. John, USVI 00830

Experience the beauty and romance of the Virgin Islands sailing aboard a **Hinckley Yacht**.

For reservations or to check availability:

Call us at 809/776-6256 • Fax 809/776-7406

Reservation Office Hours:

8:30 am to 5 pm

(Atlantic Standard Time)



ABC Yacht Charters

... where the natives are friendly

Simply America's Finest
Yacht Charter Company

(Also The Most Experienced • Since 1947)

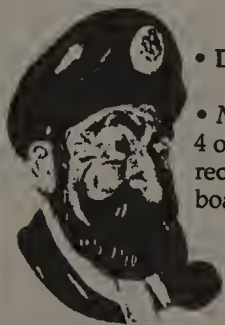
P.O. Box 129, 1905 Skyline Way, Anacortes, WA 98221

(206) 293-9533

In Washington: 1-800-562-2686 • Nat'l No. 1-800-426-2313

CAPTAINS SERVICES FOR 1991

POWER OR SAIL



- **DELIVERIES** – Coastal and Local, Yachts to 100 tons.
- **New! – BUYERS ASSISTANCE** – Want to look at 4 or 5 boats but don't have the time? Hire a captain – receive an unbiased 3rd party written report of each boat along with still pictures and a VCR review.
- **SEA TRIALS** – Owners/Brokers need help performing sea trials. Hire a captain and let the boats' performance complete the sale.

Licensed Captains and Experienced Crew Available.

CRUISING SEAS BOAT DELIVERY SERVICE

CAPTAIN DUKE COMBS (707) 746-7190

SAN JUAN SAILING CHARTERS



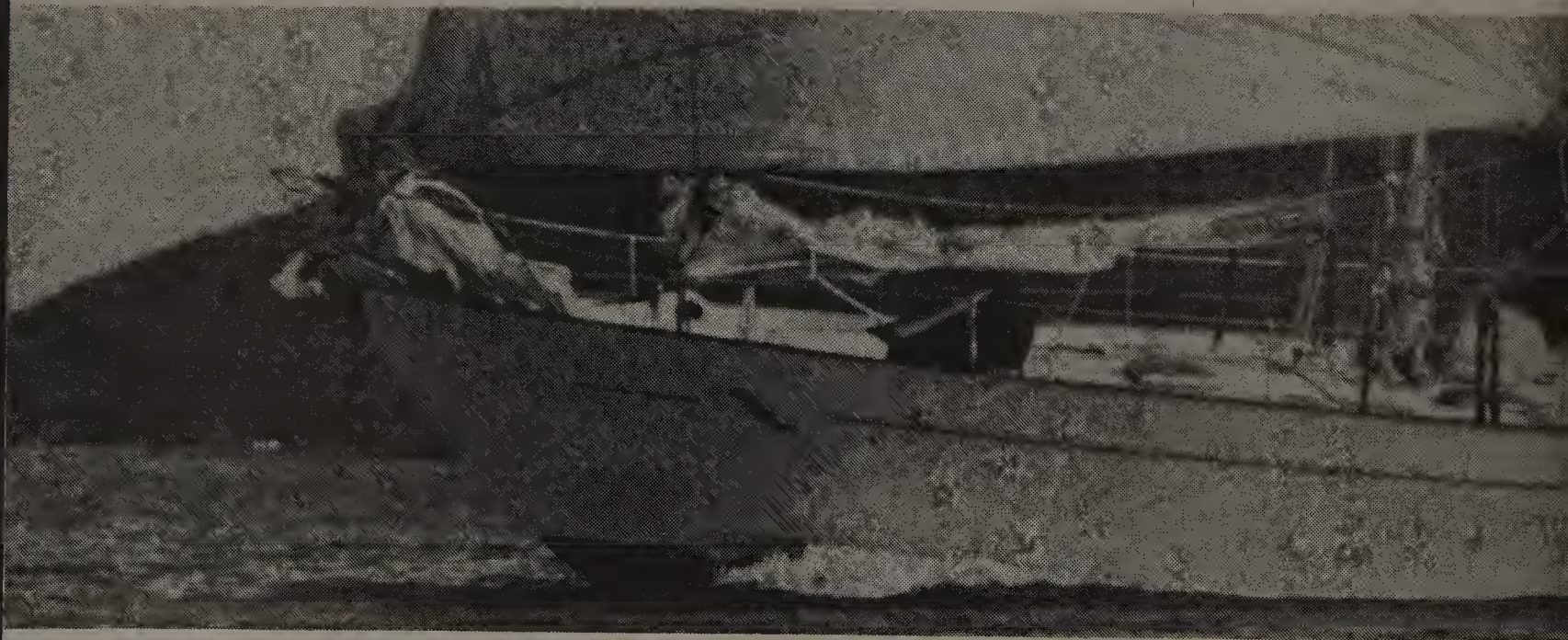
28-ft to 40-ft
Quality Sailboats.
Come Sail With Us!
Six day Learn & Cruises;
Charter certification
also available.

ASA certified

CALL 1-800-677-SAIL

#1 Squalicum Harbor Esplanade, Bellingham, WA 98225

WITH **BIG O**, YOU DON'T HAVE TO BE



Call today and join the sail to Venezuela. Or join us for the trip from Venezuela through the Panama Canal, a perfect, go-with-the-flow downwind sail along the South American coast. Following the Panama Canal trip she'll be available in late spring in the Sea of Cortez.

POWER	SAIL
Albin 27'	Catalina 27,30
Bayliner 26,27,	34,36,38,42'
32,38,45'	Crealock 34,37'
Bertram 33'	Dan 24'
CHB 34'	Endeavour 35'
Fu Hwa 38'	Formosa 46'
Grand Banks 42'	Islander 38'
Holiday Mansion 39'	Newport 28'
Island Gypsy 36'	Pacific
Marine Trader 38'	Seacraft 31'
Ocean 38'	Roberts 56'
Ponderosa 48'	S-2 29'
Puget Trawler 40'	Hunter 30,33,5,34
Roberts 34', 40'	Contest 35'
Roughwater 35'	Freedom 44'
Ocean 56	Valiant 40'

Penmar Marine Co.

*Your Charter Connection
in the Pacific Northwest*

*Discover the last cruising paradise
with a charter company that cares.*

**80 SAIL & POWER YACHTS, CLEAN AND
WELL MAINTAINED. Catalinas to Pacific
Seacraft; Bayliners to Grand Banks. Bareboat
or crewed. Friendly, professional service from
start to finish. Start your adventure **TODAY!****

1806 "Q" Ave • Anacortes, WA • 98221

Phone: (206) 293-4839 • Toll Free: 1 (800) 828-7337



INTREPID

Yacht Sales and Charters, Inc.

The Northwest's Finest Yachting Vacations

Bareboat/Skippered Charters in the San Juan Islands.

BENETEAU and **GRAND BANKS.**

Select Sail 28'-44'

32'-49'

Charters • Charter Management • Sales

14 Harbor Mall • Bellingham, WA 98225

1 (800) 826-1430

CHARTERS – Sail & Power Vessels

Start your vacation in the Gulf Islands.

Located near Victoria International Airport and
ferry terminals. Family owned and operated
since 1980. For details and reservations

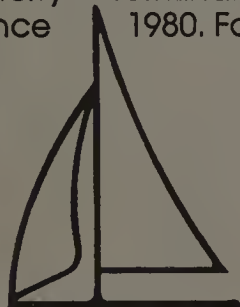
contact Fran at:

**GULF ISLANDS
CRUISING SCHOOL LTD.**

P.O. Box 2532S

Sidney, B.C. V8L 4B9

Phone: (604) 656-2628



SAIL THE SAN JUANS, CANADIAN GULF ISLANDS from Bellingham in clean,
well equipped yachts. Bareboat sailfleet includes Hunter 30-37.5, Sceptre
41 pilothouse. Friendly, personal service. Conveniently located near inter-
national airport, freeway. Only 8 miles to beautiful island anchorages.



BELLHAVEN CHARTERS

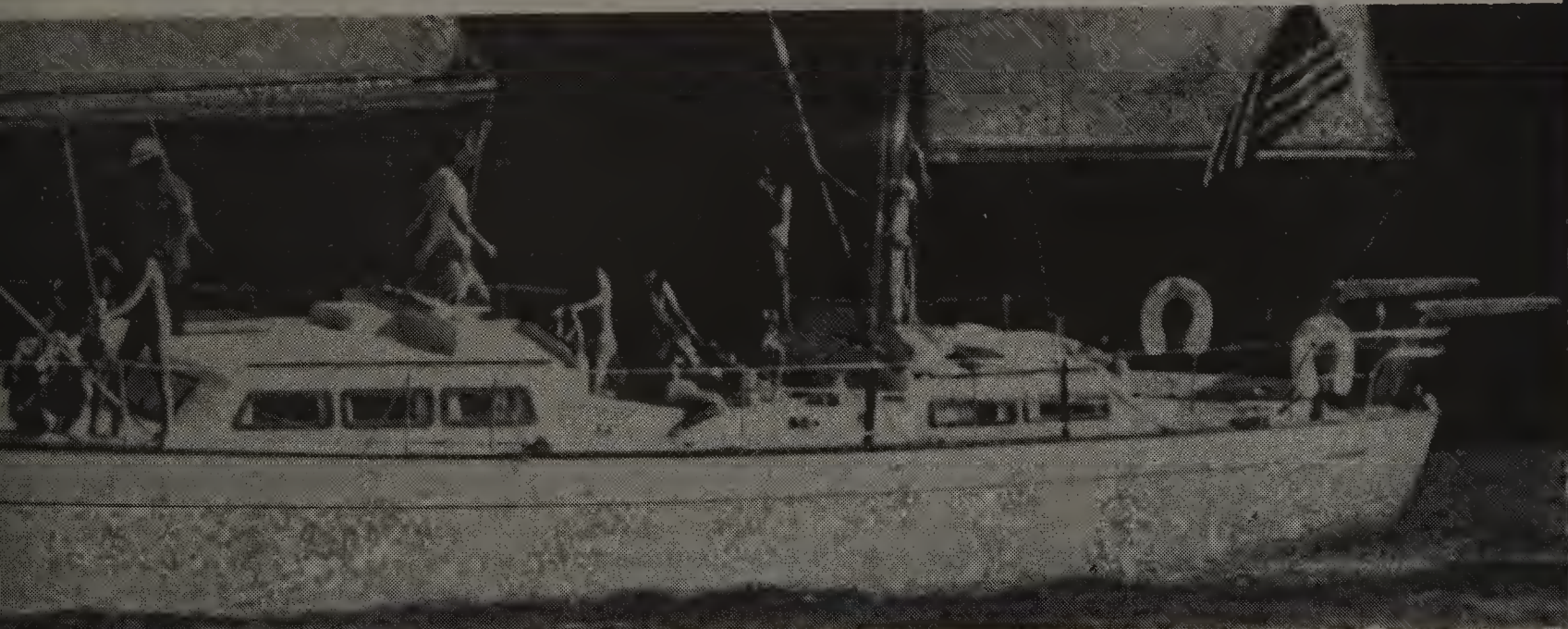
#9 Squalicum Mall,
Bellingham, WA 98225

1-800-542-8812

(206) 733-6636

Fax (206) 647-9664

A MILLIONAIRE TO CHARTER LIKE ONE!



If you're beginning to think of a great summer adventure consider a summer
charter aboard the Big O in the Pacific Northwest.

Latitude 38 Adventure Charters

**(415)
383-8200**

THE RACING

With reports this month on Richmond YC's popular **Big Daddy Regatta**; the scoop on the formerly secret **Dead IOR Society**; a list of **TransPac entries** to date; this year's **Rolex Yachtspersons of the Year**; and the usual pictures and **race notes**.

Big Daddy Regatta

The weekend of February 23-24 was a sunny one for Richmond YC's annual IMS-only Big Daddy Regatta, or so we're told (we were incarcerated in the editorial dungeon, slaving away on another deadline). "You should have been there — this was easily the best one yet!" enthused namesake Bob "Big



'Bang!', Max Gordon's IMS-oreinted Nelson/Marek 41, debuted at the Big Daddy, finishing a credible 5th in Division A.

Daddy" Klein, but then he says that every time.

A record fleet of 110 boats participated in the two 'real' races on Saturday, each between 7 and 10 miles long. Conditions ranged from light to moderately windy that

day, but the breeze had blown itself out by the actual Big Daddy Pursuit Race on Sunday. That for-fun event, originally an 18-mile reverse handicap race, was shortened arbitrarily halfway through ("We invoked the 'party rule'," laughed co-chairman Michael Henry). In a finish that would give a normal race committee nightmares, the entire 110-boat fleet finished within five minutes. "We figured out who the top five boats were," claimed co-chairman Gary Clifford. "After that, it was a 100-way tie for sixth place!"

Apparently, the Saturday night festivities were as entertaining as the racing, featuring a 'Mardi Gras' theme, Cajun cooking and dancing to a hot band called — no kidding — Motordude Zydeco. Results, which are about all that time and space considerations allow this month, follow:

SATURDAY, 2/23 (2 races):

DIV. A — 1) **Bondi Tram**, Frers 41, Scott Easom, 6.75 points; 2) **Heart of Gold**, Schumacher 50, Jim & Sue Corenman, 7; 3) **Corsair**, Serendipity 43, Craig Brown, 9. (17 boats)

DIV. B — 1) (tie) **Surefire**, Frers 36, Jon & Matt Carter, and **Sweet Okole**, Farr 36, Dean Treadway, 2.75 points; 3) **Screamer**, Capo 30 mod., Dick Horn, 9. (14 boats)

DIV. C (Express 37 and J/35) — 1) **Re-Quest**, Exp.37, Glenn Isaacson, 1.5 points; 2) **Esprit**, J/35, Charlie Kuhn, 6; 3) **Current Affair**, J/35, Allen Bray, and **Ringmaster**, Exp.37, Leigh Britte, 7. (13 boats)

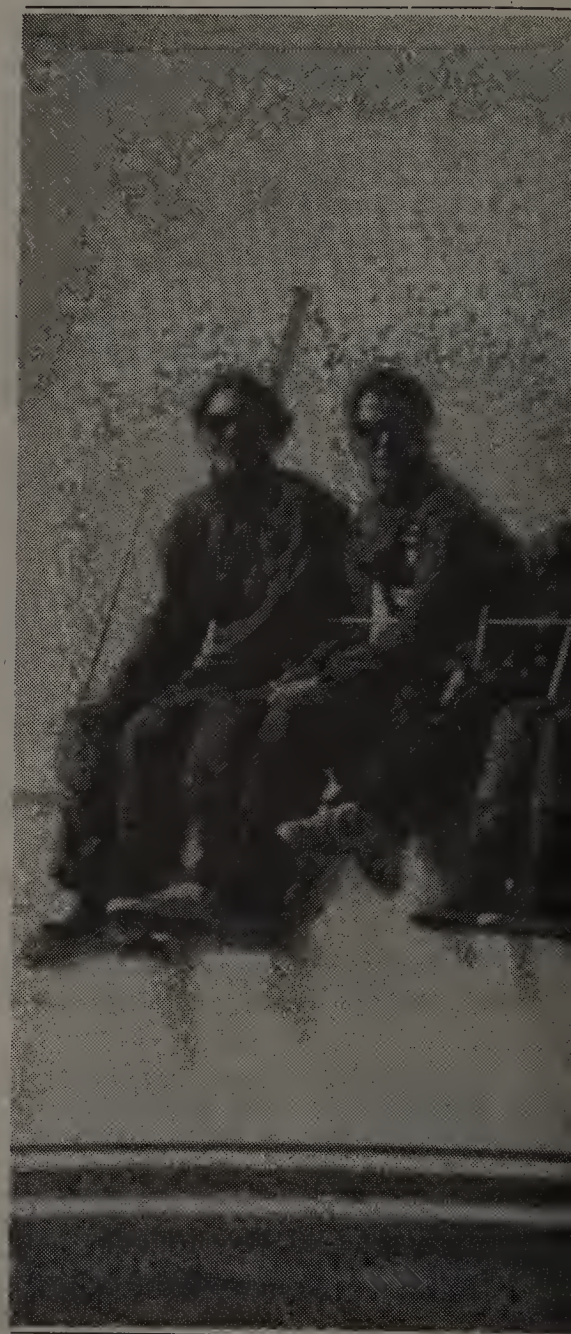
DIV. D — 1) (tie) **Think Fast!**, Olson 30, Albert Holt, and **Duende**, Cal 40, Mike Schaumburg/Jim Coyne, 3.75 points; 3) **Svendie**, Carrera 38, Sven Svendsen, 4. (12 boats)

DIV. E — 1) **Moonshadow**, Wylie 31, Wayne Behrens, 2.75 points; 2) **Wild Flower**, Santana 35, Art Mowry, 3.75; 3) **Freestyle**, C&C 33, David Jones, 5. (13 boats)

DIV. F (J/29) — 1) **Smokin' J**, Gerald De Wit, 1.5 points; 2) **In the Bagg**, Kevin Bagg, 6; 3) **Advantage II**, Pat Benedict, 7. (6 boats)

DIV. G (Express 27) — 1) (tie) **Elan**, Steve Lake, and **Salty Hotel**, Mark Halman, 3.75 points; 3) (tie) **Friday**, John Liebenberg, and **Zesty**, Dan Jester, 6. (12 boats)

DIV. H (Wabbit and Moore 24) — 1) **Mr. McGregor**, Wabbit, Kim Desenberg, 2.75; 2)



Tonopah Low, Moore 24, Jeff Wiess, 3.75; 3) **Kwazy**, Wabbit, Colin Moore, 5. (11 boats)

DIV. J (Multihulls) — 1) **Three Play**, F/27, Rob Watson, 2.75 points; 2) **Albatross**, Open 30, Collin Case/Carlos Badell/Tim Parsons, 4.75; 3) **Threesome**, F/27, Alan Birkle, 5. (6 boats)

SUNDAY, 2/24 (pursuit race):

1) **Albatross**; 2) **Jazz**, Beneteau 40, Rod Park; 3) **Soul Sauce**, Olson 30, Robert McLeod/Don Ahrens; 4) **Jarlen**, J/35, Bob Bloom; 5) **WindBlown Hare**, Wabbit, Steve Bates. (110 boats)

The Real Deadheads

What do Elvis, JFK and Marilyn Monroe and the IOR rule have in common? Easy: none of them are really dead. Wish we could say the same for the investigative reporter who uncovered the following piece, but hey, he knew the odds going in. A veteran newsman, 'Wild Bill' once commented that "getting the truth out of sailors makes covering the fall of Saigon look tame." We're sorry to say Bill paid the ultimate price for this, his last story. We



'Heart of Gold' took second in class in the Big Daddy racing. She also offered the best seats in the house: high, dry and out front.

buried his typing fingers (that's all they sent back) at sea near the end of last month.

What follows is the evidence that ol' Bill stumbled onto, namely the invitation to join the DIOR Society that has been circulating around the Bay Area. No, it's not some men's cologne club. The Dead IOR Society (DIORS) is a secret organization dedicated to the continuation of racing under the IOR, which as some readers may recall was a measurement rule popular in the '70s and '80s. Anyway, this membership invitation went out on high quality embossed stationery (which made us feel all the worse for having to xerox Wild Bill's eulogy). We run it complete and unedited:

"This is a secret, underground organization dedicated to the continuation of racing under the IOR Mk IIIA rule (w/ Antrim adjustment). The Dead IOR Society has no entry fees, dues, race trophies,

offices, officers, or written bylaws — only clandestine members who under no circumstances will ever admit to membership in an organization that doesn't exist.

If accepted into the society, you must agree to the following:

1) Maintain a current IOR certificate for your boat.

2) Race in the IMS Bay Circuit.

3) Score one regatta per season using the IOR ratings and mail the results to the other members. You will be sent a complete list of the ratings of all members, a strip of pre-addressed mailing labels and further instructions.

4) Attend the trophy dinner at the end of the season. The members will buy dinner for the season winner(s). The season winner(s) will buy drinks for all the other members.

5) Always deny the existence of the Society or the occurrence of any IOR racing, especially to Rob Moore.

6) Show the only insignia of the Society while racing. This insignia is a one inch black dot in the center on your IMS class

flag (the number one or two pennant) flown from the backstay.

Failure to abide by these rules will result in expulsion from the Society. There is no appeal.

You will be contacted by a member of the membership committee soon. Remember: **A Single Rating Works Better.**"

TransPac Earlybirds

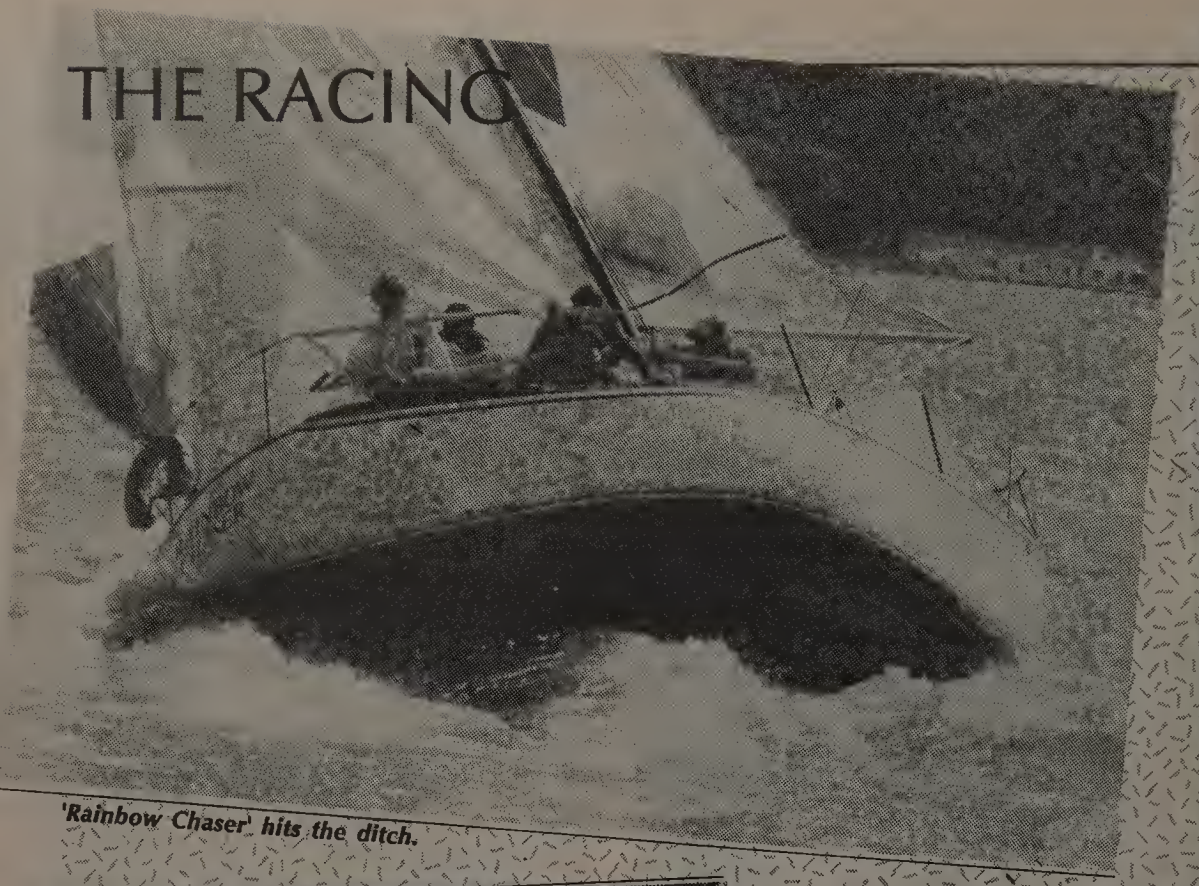
"This is the year the TransPac record will finally fall," predicts Hiram Gunn confidently. "We're due for a windy one, and Merlin's 1977 time of 8 days, 11 hours and 1 minute is bound to be beaten."

How Gunn knows these things is beyond us, but he's seldom wrong. A formidable fleet — heavy on the big sleds that can fulfill Gunn's prophecy — is already entered in this summer's 36th running of the 2,225-mile L.A. to Honolulu classic. Twenty-seven boats took advantage of the reduced entry fee that expired on January 31, and at least two more boats (Fred Hibberd's *Solution* and Gordon Finlay's Hawaii-based Farr 40 *Out 'n About*) have signed up since. As there's no real incentive for the rest of the fleet to sign up until the May 1 deadline, it'll be awhile before we know who else will show up on the starting lines (June 27 for little boats; June 29 for the big ones).

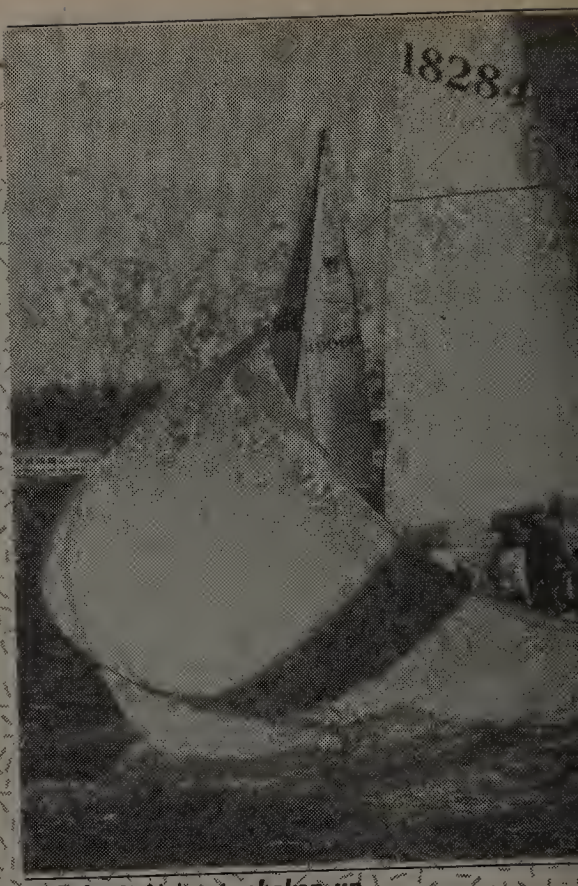
Nine of the entries thus far are from Northern California: *Wave Runner* (apparently on loan to Kent Greenough), *Mon-goose*, *Cygnnet*, *Heart of Gold*, the new *Mirage*, *Strider* (under charter to Peter Bennett, who recently won HDA-H with his C&C 38 *Destiny*), *Allure* and *Merlin*. The earlybird entries, in the order they signed up, follow:

- 1) *Joss*, Mac 65, Dick Daniels, Long Beach.
- 2) *Ariel*, Mason 53, Dick Rosic, Dana Point.
- 3) *Harlot*, Swan 51, Alan Harbour, Seal Beach.
- 4) *Wave Runner*, Luffe 48, Lon Price, Richmond.
- 5) *Evolution*, SC 70, Brack Duker, California.
- 6) *Bombay Blaster*, SC 50, Blaster Bros., L.A.
- 7) *Pyewacket*, SC 70, Roy Disney, Los Angeles.
- 8) *Mongoose*, SC 70, Paul Simonsen, StFYC.
- 9) *Kotuku*, Farr 1220, David Thomson, StFYC.
- 10) *Climax*, Barnett 52, Mike Campbell, LBVC.
- 11) *Grand Illusion*, SC 70, Ed McDowell, KHYC.
- 12) *Tak*, J/44, Takashi Takamura, Seabornia.
- 13) *Marishiten*, N/M 70, K. Takeda, Nippon.
- 14) *Cygnnet*, Swan 391, Louis Freeman, StFYC.
- 15) *Heart of Gold*, Sch.50, Jim Corenman, CYC.
- 16) *Mirage*, SC 70, Jim Ryley, Santa Cruz.
- 17) *Windsurfer*, O-40, Walt Schnelder, Pierpoint.
- 18) *Blondie*, SC 70, Peter Tong, Long Beach.
- 19) *Oaxaca*, SC 50, Jim Twiner, Shilshole Bay.
- 20) *Learjet*, N/M 56, Sam Pallin, Kona Kal Int.
- 21) *Strider*, N/M 56, Peter Bennett, Richmond.
- 22) *Allure*, SC 50, Chuck Jacobson, MPYC.

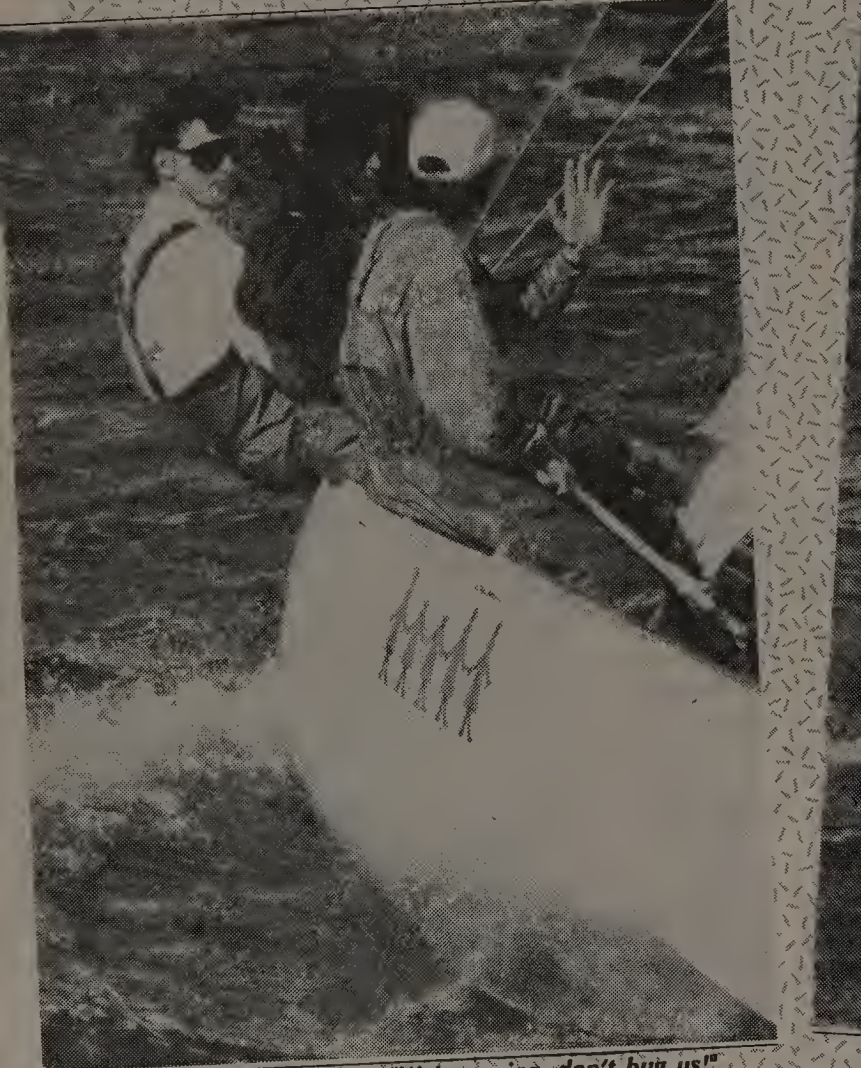
THE RACING



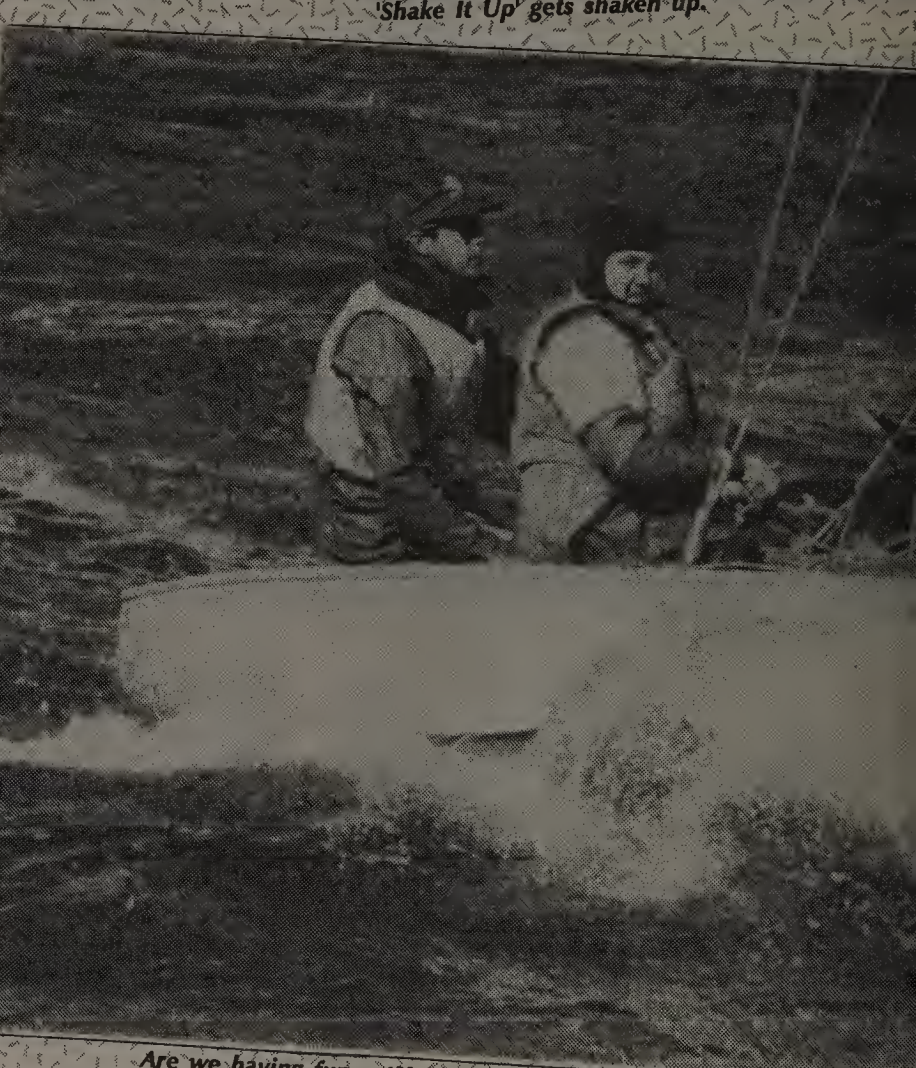
'Rainbow Chaser' hits the ditch.



'Shake It Up' gets shaken up.



"We're racing, don't bug us!"



Are we having fun yet??"

- 23) *Rocinante*, Ben. 53, Sinji Ouguchi, unknown.
- 24) *Power Play*, David. 42, Peter Richards, HIYC.
- 25) *Samurai*, SC 50, W.N. Rosendale, unknown.
- 26) *(TBA)*, (tba), B. Coville, Newport Harbor.
- 27) *Merlin*, Lee 67, Donn Campion, unknown.

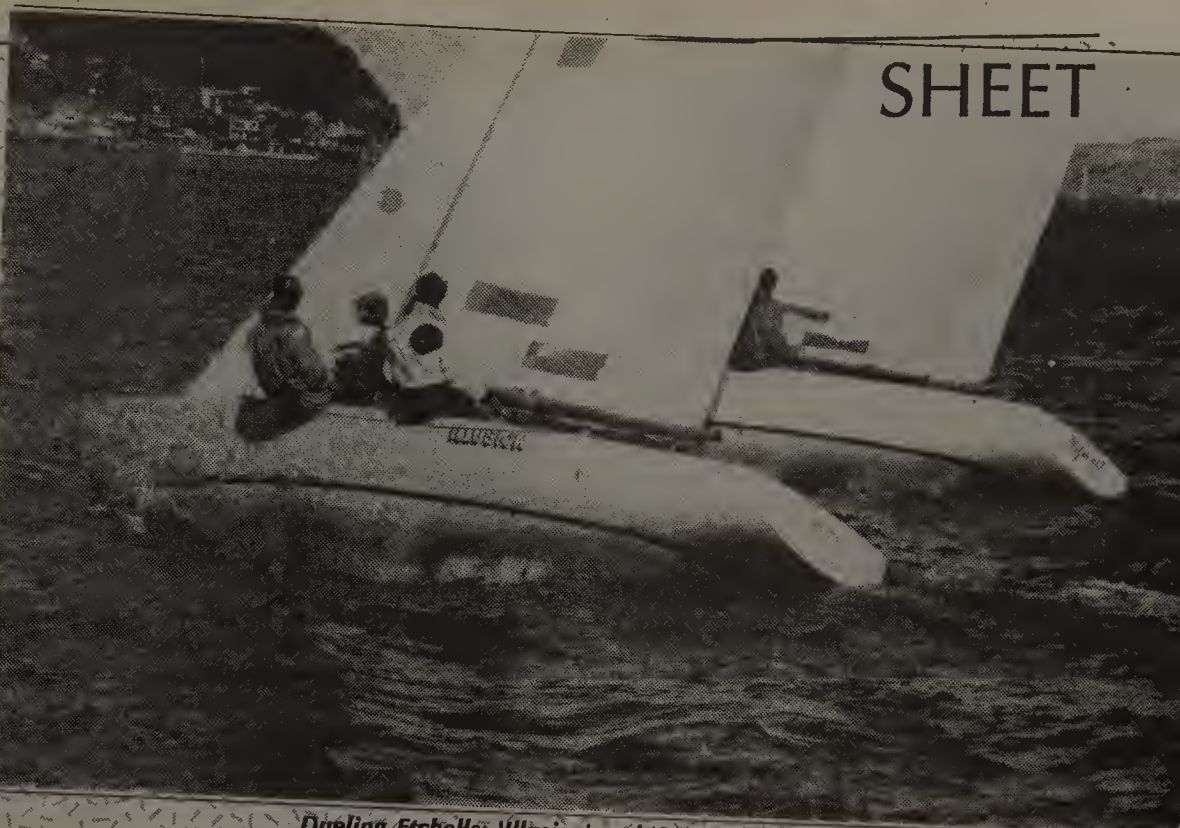
Rolex Awards

The Rolex Yachtsman and Yachtswoman of the Year Awards, arguably the highest annual honor in American sailing,

were recently presented to Jim Brady, a 27-year-old professional sailor from Annapolis, and 25-year-old Courtenay Becker, a globe-trotting Europe Dinghy sailor formerly of Rye, N.Y., and more lately of Rowena, Oregon (the Columbia River Gorge). As has been the trend in recent years, the coveted Rolex awards went to one design sailors who sail internationally in Olympic classes.

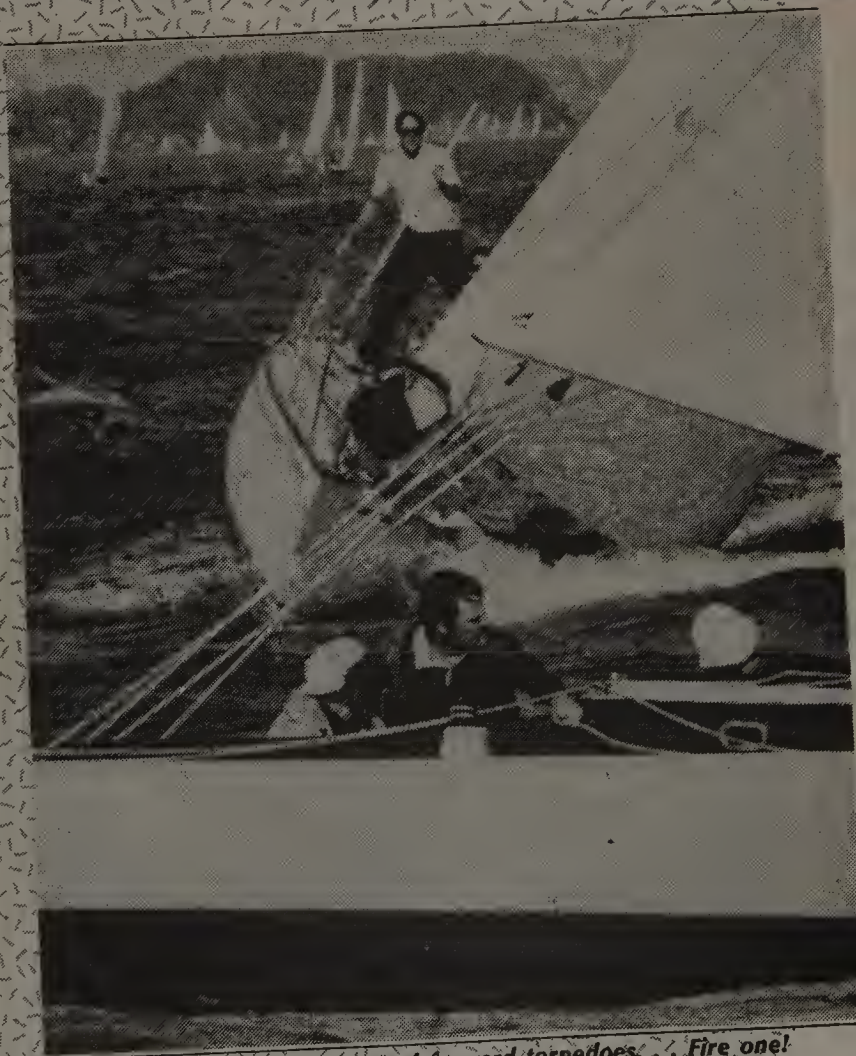
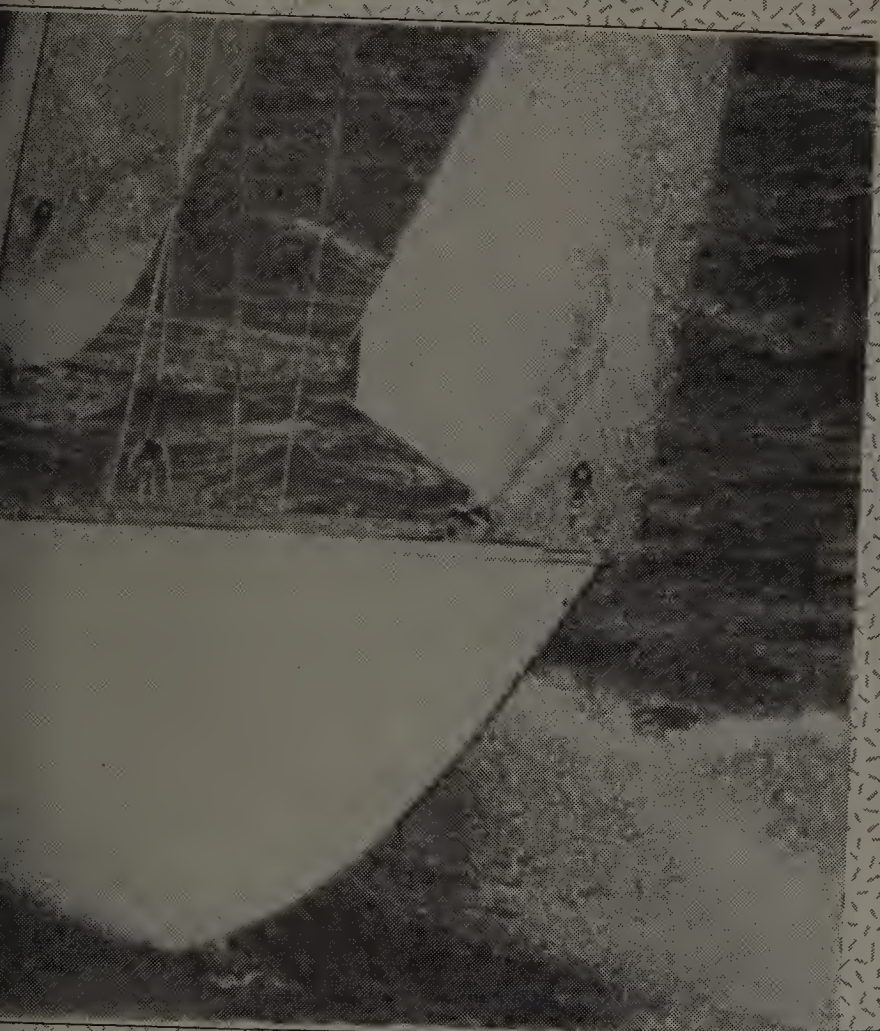
Both recipients scored big wins in 1990: "Diamond Jim" Brady, a North Sails rep, burst into the big time this year with wins at both the J/22 and J/24 Worlds. He also found time to crew for Kevin Mahaney's top-ranked Olympic Soling campaign, one which they hope will take them to Barcelona in '92. Brady, a former All-American (College of Charleston) and Laser National champ, is slated to steer

ALL PHOTOS LATITUDE/ROB



Duelling Etchells: 'Illusion' and 'Spirit'

CORINTHIAN YC MIDWINTERS (SUNDAY, FEBRUARY 17)



Load forward torpedoes... Fire one!

Dave Clark's Farr one tonner on the U.S. team in this summer's Admiral's Cup.

Becker, an outstanding Laser sailor and boardsailor, spent 1990 focused only on Europe Dinghy racing. Living out of a suitcase most of last year, she scored eight first-place finishes in major international events. She's currently ranked solidly number one in the U.S. Sailing Team's rankings for the Europe Class. Becker, a

graduate of Eckerd College in Florida, appears to be on track for a gold medal at Barcelona in '92.

Both candidates were selected for the award by "a panel of noted sailing journalists" from a list of nominees submitted by USYRU members. *Latitude* was honored, we think, to be part of this distinguished panel for the first time. While there wasn't much doubt (in our mind, at

least) as to who would win the awards this year, the hour-long 15 person conference call back in January featured some lively debate over the purpose of the Rolex awards.

The issue, to overgeneralize, was whether or not the Rolex awards should automatically go to the winner of the J/24 Worlds (as it has the last four years) and/or the hottest professional Olympic cam-

THE RACING

paings. Shouldn't 'corinthian' sailors, such as nominees Dr. Oliver Grin (who has dominated IMS racing on the East Coast with his N/M 45 *Collaboration*) or Dawn Riley (watch captain on *Maiden* in their all-woman Whitbread team) have a chance? The issue was forced, in part anyway, by an unprecedented grassroots show of support for one of the few 'corinthian' candidates (some of Ollie Grin's well-meaning — but apparently overzealous — admirers lobbied certain panelists unmercifully).

In the end, the awards — and the Rolex watches — once again went to the 'pros', i.e., Jim Brady and Courtenay Becker. Congratulations to both!

Race Notes

Another bank failure: windwise, it's feast or famine in the Southern Ocean as the 18 singlehanders left in the **BOC Challenge** round Cape Horn en route to Punta del Este, Uruguay. Tragedy has struck *Allied Bank*, John Martin's front-running 60-footer: it hit a growler and was abandoned in 65-knot winds. Martin was rescued by fellow South African Bertie Reed, sailing *Grinnaker*. Ironically, the fleet is now stalled in a traffic jam near Cape Horn. The current leader is Alain

Gautier's *Generali Concorde*, followed by *Innkeeper*, *Groupe Sceta*, *Credit Agricole* and American Mike Plant's *Duracell*. If you've got a FAX machine, dial (201) 221-1716, hit '1' and 'start', and moments later — thanks to the miracle of modern communication — a detailed two page daily summary will spit out.

Miami vice: dinghy addicts with Olympic aspirations flocked to Florida on January 23-27 for the **1991 Miami Olympic Classes Regatta (OCR)**, the first of four regattas on this year's Can-Am Series schedule (others are at Alamitos Bay in early April; Kingston, Ontario in August; and Marblehead, Massachusetts in September). All ten Olympic classes — Star, Soling, FD, Tornado, Europe/Dinghy, Finn, Men's and Women's Lechner Sailboard, and Men's and Women's 470 — will race at each event. At stake are berths in the Pan Am Games (Havana, Cuba, on August 3-18), as well as the opportunity to make the U.S. Sailing Team. The latter honor, which goes to the top five ranked teams in each class, qualifies sailors for funding, coaches, nifty clothes and other benefits.

The Bay Area was well represented at

the Miami regatta: Finn sailors Trevor Gleadhill, Dave Shelton and Kim Zetterberg did respectably, while Santa Cruzans Jack Halterman and Jeff Canepa took a mid-fleet finish in the Tornado class. In the 41-boat 470 fleet, our local teams really showed their stuff: **Bryant and Brady Sih** finished third; **Morgan Larson and Paul Kerner** took fourth in their "tired" 11-year-old boat; and JJ Isler of San Diego and **Pam Healy** took fifth (and top woman team).

In other Olympic news, the United States Olympic Committee (USOC) recently announced nominations of 106 Olympic class athletes who are under consideration for Sportsman and Sportswoman of the Year. Boardsailor **Wendy Thompson** of Darien, Connecticut and the Bangor, Maine based Soling team of **Kevin Mahaney, Jim Brady and Doug Kern** were chosen as the standout sea-going Olympians of 1990.

Collegiate sailing update: **UC Berkeley** pulled themselves up a few notches in the national standings by coming in fourth in the Nelson Roltsch Regatta at Tulane University (New Orleans) on February 9-

MIDWINTER RACE RESULTS

BYC/MYCO Midwinters

The fourth and final weekend of the Berkeley/Metropolitan YC Midwinters took place in ideal conditions (moderate wind, flat water, lots of sun — can spring be far away?) on February 9-10. Other than the random collision or two on the starting line (Tim Stapleton's borrowed Tartan 30 *Plaid Pad* was smacked — while on starboard — for the second time in the series), it was a perfect weekend on the Berkeley Circle.

We aren't running any midwinter series overall results until next month, but it's noteworthy that two boats in particular did horizon jobs on their peer groups. Both *No Slack*, Bill Thurman's tricked-out Olson 25, and Dave Wilson's blue SC 27 *Good Timin'* scored straight aces in their one-design classes. The 'Champion of Champions' for the '90-91 series will be determined on March 9, when winners of all divisions will square off on the Circle (and jeopardize their PHRF ratings).

SATURDAY, 2/9:

DIV. A (0-153 PHRF) — 1) *Ozone*, Olson 34, Carl Bauer; 2) *Mr. McGregor*, Wylie Wabblt, Kim Desenberg; 3) *Absolute 88*, Wylie 37, Keith MacBeth. (12 boats)

DIV. B (156) — 1) *E-Ticket*, Olson 25, Spooze Syndicate; 2) *Speedster*, Moore 24, Jim Samuels;

3) *Wetspot*, Moore 24, Mike O'Callaghan. (9 boats)

DIV. C (159-195) — 1) *Cannonball*, Hawkfarm, Paul Mueller; 2) *Pocket Rocket*, Mull 2, Steve Burr; 3) *Freewind*, Cal 9.2, Don Lessley (protest pending). (8 boats)

DIV. D (198-up) — 1) *Jubilee*, Ariel, Don Morrison; 2) *Catalyst*, Catalina 27, Edward Durbin; 3) *Two Bits*, Cal T/4, Ray Osborn. (9 boats)

OLSON 30 — 1) *Saint Anne*, Dick Heckman; 2) *Soul Sauce*, D. Ahrens/B. McLeod; 3) *Vorticity*, Jeff Gething. (12 boats)

NEWPORT 30 — 1) *Topgallant*, Frank Hinman; 2) *Mintaka*, Gerry Brown; 3) *Achates*, Bill Schultz. (6 boats)

J/29 — 1) *Power Play*, Peter Cunningham; 2) *Potsflicker*, K. Denebeim/R. Losch; 3) *J Spot*, Tom Fancher. (6 boats)

EXPRESS 27 — 1) *Moonlight*, J. Franklin/C. Schumacher; 2) *Zesty*, S. Self/D. Jester; 3) *Catchit*, Greg Hill; 4) *Moatal*, Jim Wondolleck; 5) *Desperado*, Mike Bruzzone (protest pending). (16 boats)

SC 27 — 1) *Good Timin'*, Dave Wilson; 2) *Mystery Eagle*, Roger Sturgeon. (4 boats)

CAL 2-27 — 1) *Blank*, Steve Seal; 2) *Sundance II*, Roger Miller. (4 boats)

MERIT 25 — 1) *Chesapeake*, Jim Fair; 2) *Xanadu*, Bill Glass. (4 boats)

J/24 — 1) *Pobody's Nerfect*, C. Moeller/P.

Young; 2) *J-Walker*, D. Hazzal/P. Perkins; 3) *How Rude*, D. Hodges/S. Walecka; 4) *Levitation*, Larry Levit; 5) *Crackerjack*, Steve Highbarger. (18 boats)

SANTANA 22 — 1) *Knuckles*, Louis Boud (protest pending); 2) *Sybaris*, Mike Wilson; 3) *Riffraff*, Erik Menzel. (6 boats)

CAL 20 — 1) *Andalusia*, Richard Taylor; 2) *Sea-Saw*, Steve Warner; 3) *Hana Pau*, H. Burn Callander. (6 boats)

SUNDAY, 2/10:

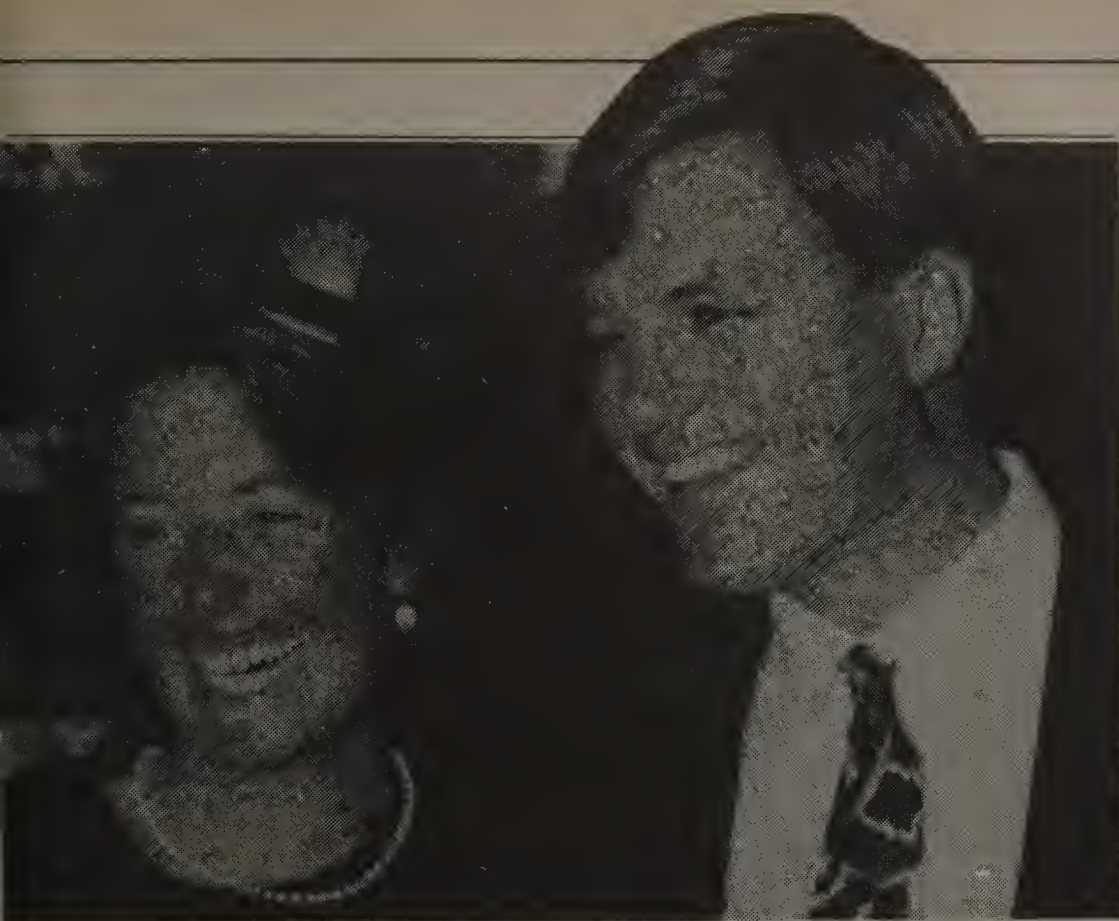
DIV. I (0-153) — 1) *Special Edition*, Wilderness 30, E. Sultan/D. Hodges; 2) *Wave-train*, Olson 911S, Rick Caskey; 3) *Moonlight*, Express 27, J. Franklin/C. Schumacher. (11 boats)

DIV. II (156-168) — 1) *Magic Jammies*, Wavelength 24, C. Wlitcher/S. Hart; 2) *Rainbow Chaser*, Hawkfarm, Paul Lam; 3) *Speedster*, Moore 24, Jim Samuels. (6 boats)

DIV. III (171-198) — 1) *Ouzel*, Thunderbird, Michael Sheets; 2) *Con Carlo*, Cal 2-27, Gary Albright; 3) *Snow Goose*, Santana 30, Ted Mattson; 4) *Huffin*, Cal 2-27, Gerald Olson; 5) *Griffin*, Thunderbird, Jim Glosil. (16 boats)

DIV. IV (201-up) — 1) *Thumper*, Wilderness 21, Erich Bauer; 2) *Naressia*, Bobbi Tosse. (5 boats)

OLSON 30 — 1) *Think Fast!*, Albert Holt; 2) *Bottom Line*, Eric Gray; 3) *Adieu*, B. Joe Rosa. (7 boats)



COURTESY MEDIA PRO

Courtenay Becker and Jim Brady: Nothing like a Rolex watch and a bit of national recognition to make your day.

10. Team captain **Seadon Wijsen**, with Julie Andrews crewing, came in a close fourth in the "A" division of this national event, a finish that couldn't have hurt Seadon's chances for being named an All-

American. Meanwhile, Thad Lieb and Marisha Lockwood took a 6th in "B". The 9-race, light air FJ regatta was a preview of the Nationals, which will be held in June at Tulane. The results: 1) Navy, 34 points; 2) UC Irvine, 39; 3) Tulane, 50; 4) Berkeley, 79; 5) Conn. College, 80; 6) Yale, 88; 7) Charleston, 95; 8) Texas A&M, 99; 9) Michigan State, 121; 10) Washington, 126;

11) Florida, 153.

Closer to home, the **North Series** for NorCal colleges has begun again, with Berkeley looking strong. Races one and two were scheduled for Santa Cruz on February 2-3; the first race was cancelled due to high winds and breaking seas, while Berkeley won on the second day. Races three and four were hosted by UC Davis on the Sacramento River the following weekend. Berkeley won on Saturday; Stanford won on Sunday.

Sled news: After one race (last month's Puerto Vallarta Race), Roy Disney's new turbo-charged *Pyewacket* is leading the **1991 ULDB 70 Season Championship Series**. March is a month off for the jumbo dinghies, but things pick up again in April. First, there's the North Sails San Diego Sprint on April 6 (a 110 miler from LA to San Diego, followed by a big bash); the Skylark Series (owner/driver buoy racing off Newport Beach on April 20-21); and the **Ensenada Race** on April 27. Information and/or entry forms for the latter race — one which everyone should do once — can be obtained by calling NOSA, (714) 640-1351.

Across the ocean blue: Looking ahead a year, both John DeLaura (*Silver Bullet*) and Les Crouch (*Maverick*) are planning to

MIDWINTER RACE RESULTS

OLSON 25 — 1) **No Slack**, Bill Thurman; 2) **E-Ticket**, Spooze Syndicate; 3) **Dreamer**, Maric Wiltman. (8 boats)

J/24 — 1) **Dawn Treader**, Bob Bailey; 2) **JPJ**, Pete Crystal. (4 boats)

WABBIT — 1) **Kwazy**, Colin Moore; 2) **Windblown Hare**, Steve Bates. (4 boats)

Corinthian YC Midwinters

No doubt due to our splendid coverage last month, the second half of the CYC Midwinter Series, held on February 16-17, was even better attended than the first. An unprecedented total of 167 boats competed in 13 divisions, battling conditions that ranged from shirtsleeve drifting to full foul weather gear, #2 or #3 jib conditions.

Two boats pulled off 'grand slams' in the two-weekend, four race series: the hot duo of Bill Barton and Russ Silvestri quadruple-bulleeted the Etchell 22 fleet in Barton's *Mr. Natural*, while John Hauser posted the same flawless record in the large PHRF III group with his Cal 29 'houseboat' *Wherewolf*. We'll publish the overall results next month.

SATURDAY, 2/17:

IMS (linear random; 10 knots) — 1) **National Biscuit**, Schumacher 35, Collin Case; 2) **Bandido**, Farr 36, Ed Lawrence; 3) **Leading Lady**, Peterson

40, Bob Klein. (11 boats)

PHRF I (0-115) — 1) **Morningstar**, Express 37, Larry Doane; 2) **Ringmaster**, Express 37, Leigh Brite; 3) **Spindrift V**, Express 37, Lynn Wright. (9 boats)

PHRF II (116-148) — 1) **Llmlight**, J/30, Harry Blake; 2) **Preparation J**, J/30, Jerry Tostenson; 3) **Christina**, C&G 35, Steve Kimmey. (9 boats)

PHRF III (149-188) — 1) **Wherewolf**, Cal 29, John Hauser; 2) **Animal Farm**, Wylie Half Tonner, Rod Phibbs; 3) **Pandemonium**, Soling, Ken Grayson. (20 boats)

PHRF IV (189-210) — 1) **No Name**, Farr 727, Lawley/James; 2) **Shanghai**, Islander 28, Ken Jesmore; 3) **Wind Dance**, Cal 2-27, Fred Soltero. (7 boats)

PHRF V (211-up) — 1) **Tacky Lady**, Santana 22, Charles Brochard; 2) **Culo Bagnato**, Cal 20, Mike Warren. (4 boats)

NON-SPINNAKER — 1) **Blockbuster**, Islander 36, Bruce Block; 2) **Nighttrain**, Islander 36, Bill Canada; 3) **Blue Streak**, Islander 36, D. Schumacher. (20 boats)

ULDB — 1) **Curious George**, Olson 30, John Rimbach; 2) **George**, Olson 25, Craig Douglas; 3) **OCD**, Olson 25, Dale Bull. (9 boats)

DAYSAILOR — 1) **Palua Pilikia**, Steve Flock; 2) **Zopilote**, Steve Skold; 3) **Pilikia**, Len Flock. (6 boats)

ETCHELLS 22 — 1) **Mr. Natural**, Barton/Silvestri; 2) **Celebration**, Ken Munro; 3) **Sabik**,

John Sutak. (12 boats)

IOD — 1) **Bolero**, George Degnan; 2) **Accounts Payable**, Richard Pearce; 3) **Quickstep II**, Mark Pearce. (5 boats)

KNARR — 1) **Guano**, Mike Guzzardo; 2) **Emma Hamilton II**, John Colver; 3) **Gannet**, Bob Thalman. (9 boats)

MULTIHULLS — 1) **No Name**, F/27, Andrew Pitcairn; 2) **Defiance**, Cross 46, Bill Maudru; 3) **Aotea**, Antrim 40, Peter Hogg. (7 boats)

SUNDAY, 2/18:

IMS (windward/leeward; 12 knots) — 1) **National Biscuit**; 2) **Blade Runner**, R/P 47, Bill Twist; 3) **Petard**, Farr 36, Keith Buck. (12 boats)

PHRF I — 1) **Current Affair**, J/35, Bray/Marion; 2) **Esprit**, J/35, Kuhn/Russell; 3) **Morningstar**. (9 boats)

PHRF II — 1) **Power Play**, J/29, Peter Cunningham; 2) **Preparation J**; 3) **Gammon**, Tartan Ten, Randy Broman. (8 boats)

PHRF III — 1) **Wherewolf**; 2) **Pandemonium**; 3) **Rainbow Chaser**, Hawkfarm, Paul Lam. (20 boats)

PHRF IV — 1) **No Name**; 2) **Wind Dance**; 3) **Sleeper**, Cal 2-27, Gary Cicerello. (7 boats)

PHRF V — 1) **Magio Juan**, San Juan 24, Gary Duncan; 2) **Tension II**, Cal 20, John Ncoteboom. (4 boats)

NON-SPINNAKER — 1) **Black Witch**, Winslow sloop, Craig Swayne; 2) **Windwalker**, Islander 36,

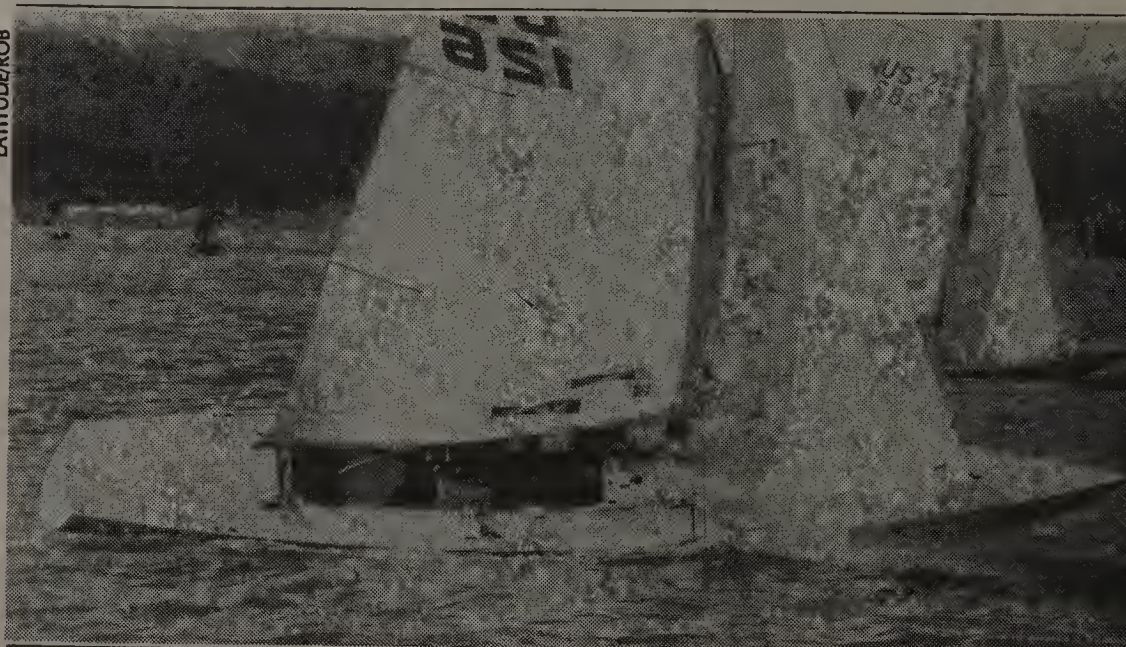
THE RACING

take their sleds to Europe in 1992 for the **Route of Discovery Race**. The race apparently leaves Spain in December and traces Christopher Columbus' path to the New World. A big fleet, possibly including USYRU President Bill Martin's SC 70 *Stripes* and a few more sleds, is expected for the mostly downwind race.

Not dead yet: Berkeley YC's annual **Wheeler Regatta** on March 23-24 will include an IOR division. According to their press release, this is "the only around-the-buoys two-day IOR Regatta this year on the West Coast (and perhaps in the USA)." Boats with IOR certificates from 1989 to the present may race (without crew limits) for the **City of Berkeley Perpetual Trophy**. Past winners include *Magic* ('89), *Bravura* ('88), *Sweet Okole* ('87), *Petard* ('86) and *Coyote* ('85). The press release ends with the battlecry, "A single rating works better!" Is this the beginning of a local IOR revival, or just part of the Wheeler Regatta's theme this year: "Early California"?

North Bay news: the **North Bay Series** — racing sponsored by Benicia, Martinez and Vallejo YCs — is sporting a new look this summer. The new, stream-lined series

LATTITUDE/ROB



Etchells 22s: the most competitive fleet — and some say the prettiest boats — on San Francisco Bay.

will consist of nine races over three weekends: April 20-21 (MYC), June 15-16 (BYC) and August 17-18 (VYC). The series will be the tried-and-true format of two races Saturday, followed by a party Saturday and one longer race on Sunday. A North Bay PHRF rating will be assigned to each participant — visitors from the Central Bay will be awarded 6 seconds a

mile as an incentive to sign up (just kidding!). For the real details, contact NBS chairman Gary Cicerello at (707) 552-3368.

Pearls of wisdom from the S.F. Bay **Etchells 22** fleet: "Over a 27-race season, 80% of success is just showing up; 90% is making an effort to do well and understanding the consequences of that effort; and 100% is having a plan and executing accordingly." That sentiment was in the latest *Etchells News*, along with a rundown of 1990's local top ten: 1) **Don Jesberg**,

MIDWINTER RACE RESULTS

Schoenhair/Gilliom; 3) **Blockbuster**. (18 boats)

ULDB — 1) **My Rubber Ducky**, Hobie 33, Lee Garami; 2) **Graeagle**, Express 27, George Koch; 3) **Think Fast!**, Olson 30, Albert Holt. (9 boats)

DAYSAILOR — 1) **Alouette**, Herb Meyer. (6 boats; all others DNF)

ETCHELLS 22 — 1) **Mr. Natural**; 2) **The Bear**, Vito Bialla; 3) **Wind V**, Marc Fountain. (10 boats)

IOD — 1) **Bolero**; 2) **Accounts Payable**; 3) **Quickstep**. (5 boats)

KNARR — 1) **Lykken**, Bob Fisher; 2) **Hyperactive**, Joel Fong; 3) **Sagehen**, George Sayre. (7 boats)

MULTIHULL — 1) **Sundowner**, Buccaneer 33 tri, Joe Theriault; 2) **No Name**; 3) **Three Play**, F/27, Rob Watson. (7 boats)

Jack Frost Series

On Saturday, Feb. 16 — for the first time in recent memory — the wind machine faltered during Encinal YC's popular Jack Frost Series. Fluky breezes punctuated by massive holes foiled four of eight classes in their attempts to finish the shortened 5 mile course, though the big class managed to limp heroically around an 11.15 mile race track.

"Well, at least it was sunny!" contended race chairman John Hughes, who explained that the series will be scored as five races with one throwout for the following

four classes, and four races with a throwout for the other four classes (PHRF D & E, Non-spinnaker and Catalina 34s). The series ends on March 16.

DIV. A — 1) **Sea Peptide**, Express 34, Fred Voss; 2) **Surefire**, Frers 36, Jon & Matt Carter; 3) **First Class**, Express 37, Bill Stauch/Chris Corlett; 4) **Danville Express**, Express 37, Andy Hall. (9 boats)

DIV. B — 1) **Esprit Victorieux**, Beneteau 305, Joe Mellino; 2) **Coast Starlight**, Morgan 38, John English; 3) **Black Magic**, C&C 33, Mario Sepulveda; 4) **Blue Max**, Dehler 34, Jim Freeland. (8 boats)

DIV. C — 1) **Rude Dog**, Olson/Ericson 30, Rodney Kidd; 2) **Green Green**, Merit 25, John Davis; 3) **Screamer**, Capo 30 mod., Dick Horn; 4) **Chesapeake**, Merit 25, Jim Fair. (9 boats)

CATALINA 30 — 1) **Fat Cat**, Seth Bailey; 2) **Lochan Ora**, Paul Harwood; 3) **Outrageous**, Ken Speer. (4 boats)

Golden Gate Midwinters

The fourth race of the Golden Gate YC's "Manny V. Fagundes Seaweed Soup Perpetual Trophy Series" (try to say that three times fast!) occurred on the gray and semi-windy day of February 2. A storm front passed through early that morning, starting the day off rudely enough that

many sailors must have rolled over and gone back to sleep. But for the 74 boats that did show up, conditions turned out to be nearly perfect (i.e., flat water and top-of-the-heavy-#1). The IMS fleet sailed an 11.40-mile course; everyone else flew round a 9-mile course heavy on Harding Rock and Gashouse Cove.

Steve Taft drove *Bondi Tram* to a third place finish in IMS which, combined with previous scores of 1,3,1, gave *Bondi* a 7.5 point total to easily win the series in class. It also keeps them solidly in contention for the Seaweed Soup overall performance trophy. However, owner Scott Eason probably wished he'd stuck around for the race, rather than fly to Chile to crew on the R/P one tonner *Skedaddle* (he broke his ankle during a mid-race 'fire drill').

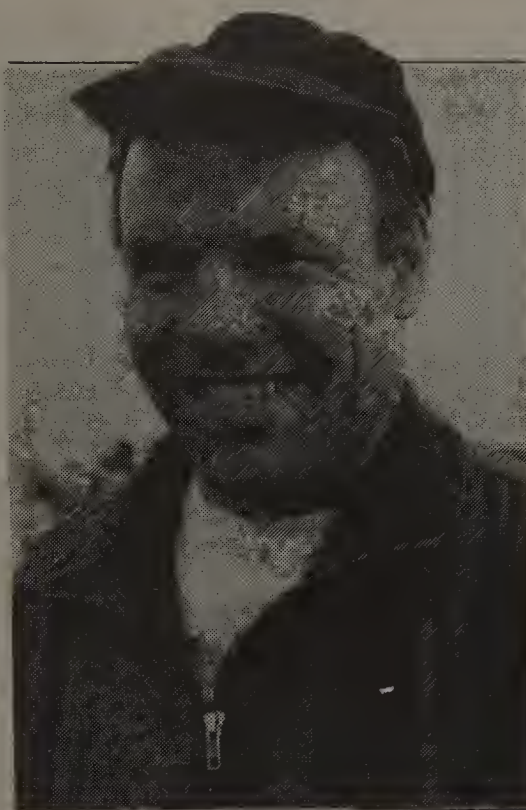
The rest of the fleet will sail one more race on March 2 (the IMS division will sail for class honors behind *Bondi* — i.e., best four out of five races — but only their first four races count in the overall competition). "We've putted out, put away our sticks and are up in the clubhouse," said Taft. "Now, we're waiting to see how the other players end up."

IMS (Olympic — Implied Wind) — 1) **Esprit**, J/35, Charlie Kuhn/Tim Russell; 2) **Petard**, Farr

36 points; 2) Lee/Madrigali, 61.75; 3) Barton/Silvestri, 71.25; 4) Chris Perkins, 103.75; 5) John Ravissa, 110.75; 6) Hank Easom, 134; 7) Vito Bialla, 135; 8) Duane Hines, 170.75; 9) Nick Haralambides, 246; 10) John Sutak, 247. Each of the top ten were awarded "rather spectacular half models" at their November awards ceremony. Now that's class!

Speaking of 'top tens', that's how many local boats will qualify for the **Etchells 1991 World Championship** on August 8-16. San Francisco YC is hosting this significant event on the Berkeley Circle, and it's certain to be one of the highlights of the coming summer. The top half of the above-mentioned ten sailors have an excellent chance at qualifying (a best 11 of 15 race series beginning with a RYC-hosted weekend on April 7 and ending with the SFYC-hosted PCCs on June 1-2). **Dewey Hines** has sold his boat, but the rest of the second tier of last year's top ten will have to fight off new threats from **Scott Easom** and the **Jim Coggan/Craig Healy** team, as well as stepped-up efforts from Patrick Adams, Kers Clausen, Ken Munro and Jim Skaar.

A weight limit (660 pounds between



John Häuser smoked the largest fleet at the CYC midwinters with his 'Wherewolf'. Hey, he doesn't look anything like Jim Morrison!

three people) will be imposed for the first time at the upcoming Worlds, largely because of the mammoth crews that

showed up at the recent E-22 Worlds in Fremantle. Dennis Connor and his *Menace* men (Andreas Josenhans and Bill Munster) topped the scales at a ridiculous 830 pounds ("We're finely tuned precision athletes," joked Munster). That was just ten pounds over the winner, Chris Law, whose smallest guy was **Bob 'Buddha' Billingham** (who's now slimming down at the America 3 boot camp).

Mercurys in Monterey: a fleet of 17 Mercurys has been competing once a month off scenic Cannery Row in MPYC's annual **Perry Cup**. Held since 1970, this low-key, traditionally light air Mercury series is the only organized racing we know of that occurs in Monterey during the winter. "This series is a way to introduce new crew to the class before the more serious summer events," says last year's Perry Cup winner, Jack McAleer. This year, **Pax Davis** of San Francisco is leading after eight of ten scheduled races; Palo Alto's Tracy Usher is running second.

Out of mothballs: A 12-Meter boat, as everybody knows, is worth about as much as a Christmas tree on December 26th. "You either scrap them or retrofit them as daysailers," said **R.C. Keefe**. "Fortunately,

MIDWINTER RACE RESULTS

36, Keith Buck; 3) Bondi Tram, Frers 41, Scott Easom/Steve Taft; 4) Sorcerer, C&C 30, Greg Cody; 5) Equanimity, J/35, Randy Paul; 6) Magic, Wylie 34, Jim Gregory; 7) Silithergadee, J/35, John Niesley; 8) Current Affair, J/35, Howie Marlon; 9) Bandido, Farr 36, Ed Lawrence; 10) Red Line, J/35, Bill Fawns/Don Trask. (23 boats)

PHRF I (0-111) — 1) Re-Quest, Express 37, Glenn Isaacson; 2) Yucca, 8 Meter, Hank Easom; 3) First Class, Bill Stauch/Chris Corlett; 4) Morningstar, Express 37, Larry Doane; 5) Kingfish, Santa Cruz 40, John Kerslake. (12 boats)

PHRF II (112-138) — 1) Celebration, Etchells 22, Ken Munro; 2) Power Play, J/29, Peter Cunningham; 3) Flexible Flyer, Santana 35, Mike Creazzi; 4) Excalibur, Santana 35, Byron Mayo; 5) Wildflower, Santana 35, Art Mowry. (12 boats)

PHRF III (139-189) — 1) Summertime Dream, Schumacher 26, Rob Moore; 2) Blockbuster, Islander 36, Bruce Block; 3) Wanderlust, Ericson 35, Bruce Munro; 4) Undine, IOD, Don Payan; 5) Viking, Santana 525, Matt Soderer. (9 boats)

PHRF IV (198) — 1) Benino, Knarr, Terry Anderlini; 2) Hyperactive, Knarr, Joel Fong; 3) Crazy Jane, Thunderbird, Doug Carroll; 4) Toots, Thunderbird, Curtis King; 5) Aquavit, Knarr, Ray Palmer. (9 boats)

PHRF V (199-up) — 1) Freja, Folkboat, Ed Welch; 2) Volker, Folkboat, Jerry Langkammerer; 3) Caliban, Cal 20, David Green; 4) Shazami, Santana 22, Bud Sandkulla; 5) Cahada, IB 24,

Dan Bjork. (9 boats)

Lake Merritt SC Midwinters

Round three of Lake Merritt SC's Edna Robinson Midwinter Series was held on the sunny afternoon of February 9. For the first time this year, all three scheduled races were completed. Unfortunately, fewer dinghies than ever — 21, to be exact — showed up to enjoy the improved conditions.

Overall leaders after three days and seven races (and with one more race day on March 10):

EL TORO — 1) Walt Andrews; 2) Jack Rankin. (9 boats on Saturday)

HOLDER 12 — 1) (tie) Jim Kearney and Del Locke. (5 boats)

FJ — 1) Joe Doering. (3 boats)

SUNFISH — 1) Bob Cronin. (4 boats)

RYC Small Boat Midwinters

Richmond YC's Small Boat Midwinters on Sunday, February 3, was once again well attended, but as usual the wind gods must have forgotten to check their calendar. About 1:30 — just when the event was starting to look like a total write-off — enough breeze trickled in to get in two short races all inside the breakwater.

Not that the race committee was suffering: "We were in the lap of luxury on Bob Foster's 50-foot motor sailer, *Foster's Frigate*," relates Caroline Groen. "We had munchies and an open bar, and the time flew by!"

The final RYC midwinter race day will occur on Sunday, March 3. The day before, March 2, RYC and SBRA will host another "Sail a Small Boat Day", a fine (and free) opportunity to test drive all kinds of cool little dinghies. Call Vince Casalaina (841-8524) for details.

EL TORO JUNIOR — 1) Sean Fabre; 2) Ken Crawford; 3) Skip McCormack; 4) Will Paxton; 5) Paul Saitta; 6) Charles Watson; 7) Jeff Loomis. (14 boats)

EL TORO SENIOR — 1) Hank Jotz; 2) Dennis Silva; 3) Fred Paxton; 4) Chris Gasparich; 5) (tie) Jim Gladstone, Al Kenstler, Mark Adams; 8) Russell Shroff. (16 boats)

SNIPE — 1) Bergsund/Buckstaff; 2) S. Casalaina/V. Casalaina. (4 boats)

LASER — 1) Bryan Meyers; 2) Matt McQueen; 3) John Oldham; 4) Krysia Pohl; 5) Mike Dias; 6) Al Sargent; 7) Paul Dietrich. (20 boats)

LASER II — 1) R. Harris/Aibright; 2) G. Harris/Hansen; 3) Bergero/Dreschke. (6 boats)

LIGHTNING — 1) Rand Arnold; 2) M. Molina; 3) Hall McQuillan. (5 boats)

THE RACING SHEET

Bob Cole has chosen the latter alternative." Sometime in May, Cole's yacht, the geek/ canarded 12-Meter **USA (US 61)**, will hit the water again, this time equipped with a Volvo diesel, tanks, an electrical system, a roller furler jib, and other modifications. Keefe, who is overseeing the recommissioning, told us, "We're feeling our way into the project, and right now anything is possible. Step two — sometime next winter — may be to add an interior."

We think it'll be great to see #61 out on the Bay again — she was a breakthrough boat, and in the eyes of many, the fastest 12-Meter in the world before they went the way of slide rules and buggy whips. "She was the Ferrari of 12-Meters, though the race record doesn't show it," claims Keefe. Meanwhile, Cole's other 12-Meter (US 49, aka *Duraflame*) gathers rust at Anderson's Boatyard in Sausalito, where the **USA** project is humming along.

Pray for wind: almost 30 yachts will sail in Newport Harbor YC's 790 mile **Cabo Race** on March 2-3 (staggered start). Most of the sleds are sitting this one out, which means *Blondie's* awesome 1987 time of 2 days, 22 hours, 2 minutes is probably safe for another two years. Results next month.

1991 Newport Cabo Race Entry List

<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Yacht Club</u>	<u>Rating</u>
<i>Allure</i>	Santa Cruz 50	Chuck Jacobson	Monterey Pen.	IMS 538.00/IOB 52.71
<i>Amante</i>	Choate 48	Mel & Bud Richley	Lido Isle	IMS 576.2/IOB 36.7
<i>Ariel</i>	Tradewinds 40	Hugh McIntyer	California	IOB 31.67
<i>Blade Runner</i>	Express 37	Mick Shlens	King Harbor	IMS 620.6/IOB 31.99
<i>Cantata II</i>	Andrews 53	Brook Gifford	Cabrillo Beach	IMS 536.9/IOB 52.23
<i>Chayah</i>	Vallecilli 50	Oscar Krinsky	Alamitos Bay	IOB 40.67
<i>Concord</i>	J-44	Norman Williamson	Newport Hrbr	IMS 575.4
<i>Eclipse</i>	Nelson/Marek 43	Bill Bannasch	San Diego	IOB 32.97
<i>Evolution</i>	Santa Cruz 70	Brack Duker	California	IOB 68.68
<i>Free Enterprise</i>	Andrews 42	Charles Brewer	Lido Isle	IOB 32.34
<i>Gotcha</i>	J-44	Rick Learned/Larry Amberg	King Harbor	IMS 576.5
<i>Hana Ho</i>	Santa Cruz 50	Rolfe & Julie Croker	San Francisco	IMS 538/IOB 52.47
<i>Holua</i>	Santa Cruz 70	Davis Pillsbury & family	Newport Hrbr	IOB 68.43
<i>Illusion</i>	Peterson 44	David Fell	SLYC	IOB 31.85
<i>Kathmandu</i>	Santa Cruz 70	Joseph Jaconi	Cabrillo Beach	IOB 69.70
<i>Mar Caballo</i>	Farr 1020	Richard Teague	Santa Barbara	IMS 657
<i>Medicine Man</i>	Andrews 56	Robert Lane	Long Beach	IOB 59.86
<i>Merlin</i>	Lee 67	Kirk Wilson	Cabrillo Beach	IOB 69.87
<i>Mongoose</i>	Santa Cruz 70	Cliff Wilson	Richmond	IOB 68.55
<i>Patriot</i>	Jouvet/Nivelt 40	Jerry Montgomery	Alamitos Bay	IOB 29.99
<i>Pele</i>	Swan 431	Jim Emmi	Bahia Corinth.	IMS 639.7
<i>Persephone</i>	Reichel/Pugh 42	Jack Woodhull	California	IOB 32.73
<i>Phantom</i>	J-44	Jack Clapper	St. Francis	IMS 574.1
<i>Silver Bullet</i>	Santa Cruz 70	John Delaura	Walkiki	IOB 68.5
<i>Strider</i>	Nelson/Marek 55	Barbara Colville	Newport Hrbr	N/A
<i>Witchdoctor</i>	J-44	Nell Barth	Newport Hrbr	IMS 576.1

Great boat names: Don Martin's Olson 30 *WYSIWYG* ("What You See Is What You Get"); Dale Bull and Jane Merten's *OCD* ("Obsessive Compulsive Disorder"); and, of course, the Hobie 33 *Severed Duck Head*. Our all-time favorite

remains Jim Morris' Marina del Rey-based Olson 30 *Aliens Ate My Buick*. Morris recently sold *Aliens* and moved up to a Schock 35 which will be named *Psycho-Betty From Hell*. "I named her after an old girlfriend," confides Morris.

MIDWINTER RACE RESULTS

INTERNATIONAL 14 — 1) David Klipfel; 2) Kers Clausen; 3) Eric Ahrens; 4) C. Wahl. (7 boats)

FIREBALL — 1) Scott Rovanner; 2) Chip Hellier; 3) (tie) Ken Wilson and John Gratton (4 boats)

DAY SAILER — 1) Steve Flock; 2) (tie) Shel Onstead and Len Flock. (4 boats)

THISTLES — 1) Ron Smith; 2) (tie) Krls Vogelsong, Michael Gillum, Dave Hansen. (6 boats)

WABBIT — 1) Colin Moore; 2) Jim Malloy; 3) Steve Bates; 4) Jerry Keefe. (7 boats)

INTERNATIONAL CANOE — 1) 1) Erich Chase; 2) Fran DeFaymoreau. (2 boats)

505 — 1) Watts/Bassano; 2) Rankin/Tilley; 3) Gruver/Hackworth. (6 boats)

STAR — 1) (tie) Steve Gould and Doug Smith. (2 boats)

SUNFISH — 1) Dee Thompson; 2) Bob Cronin. (4 boats)

Santa Cruz YC Midwinters

Summer (i.e., 20 knots of breeze and four foot swells) arrived early on February 16 for races #6 and #7 of the Santa Cruz YC Midwinter Series. "It was a great day for real sailing," reports Pat Eastman. So real, in fact, that Craig French's SC 27 *Caio* dismasted 10 seconds away from a nice finish in the first race. The disap-

pointed crew, which included Morgan Larson, was last seen sculling toward the finish line, but to no avail. "Oh well — no blood was lost, and no one got hurt," figured French, this year's commodore of SCYC.

The final pair of SCYC midwinter races are scheduled for March 16. Based on double-bulleting the February race day, *Mooregasm* has built up a healthy lead in the series. *Animal House* and *Kabala* are running second and third, respectively.

RACE 1 — 1) *Mooregasm*, Moore 24; 2) *Kabala*, Olson 30; 3) *Pacific High*, SOB 30; 4) *Tsiris*, Olson 29; 5) *Animal House*, Olson 30; 6) *Gandalf*, Santana 35; 7) *Escape*, Express 37; 8) *Daisy*, SO 40; 9) *Snafu U*, Moore 24; 10) *Giant Killer*, SC 27. (15 boats)

RACE 2 — 1) *Mooregasm*; 2) *Animal House*; 3) *Snafu U*; 4) *Daisy*; 5) *Pacific High*; 6) *Tsiris*; 7) *Escape*; 8) *Wildthing*, Express 27; 9) *Pau Hana*, J/24; 10) *Kabala*. (16 boats)

Sausalito YC Midwinters

After missing both races in January (due to no wind one day and a dense fog the second), the Sausalito YC midwinters were finally dealt a decent hand on the weekend of February 9-10. Saturday's race was an abbreviated 4.2 mile course; in fresher breezes on Sunday, the fleet sailed

a 7.10 miler.

Fred "Cityfront Freddie" Hodgson and Mike Melin's *Ranger 33 Lone Ranger* (with Peter Gibson calling tactics) fired off two more bullets to make it an unblemished four-for-four in Class B, but their victory on Sunday was a slim one. Mal Jendresen's *Nonsuch 30 Cat Tales* corrected out only 7 seconds behind *Lone Ranger* — literally a painful finish for Jendresen, who fell during the starting sequence and raced with two broken ribs.

A makeup race — possibly two, wind willing — is scheduled for March 9.

SATURDAY, 2/9:

DIV. A (spinnaker) — 1) *Break Away*, J/30, Dale Meade; 2) *Royal Flush*, *Ranger 23*, Dan Richardi. (4 boats)

DIV. B (non-spinnaker) — 1) *Lone Ranger*, *Ranger 33*, Hodgson/Melin; 2) *Amanda*, Newport 30, Pat Broderick; 3) *Desperado*, Irwin Clifton 39, John Broderick. (7 boats)

SUNDAY, 2/10:

DIV. A — 1) *Limelight*, J/30, Harry Blake; 2) *Perezoso*, *Excalibur 26*, Jeff Nehms; 3) *Anticipation*, C&C 25, Mike Wommack. (6 boats)

DIV. B — 1) *Lone Ranger*; 2) *Cat Tales*, *Nonsuch 30*, Mal Jendresen; 3) *Amanda*. (5 boats)

PLUG INTO OUR NEW ELECTRICITY!!

Vallejo

MUNICIPAL MARINA

- Groups • Clubs •
- Organizations •



**IT'S TIME TO BOOK
YOUR RESERVATIONS!!**

- Guest Dock
- Fuel Dock
- Chandlery
- Visit Marine World/Africa USA
- Two Restaurants
Breakfast, Lunch, Dinner and Dancing
- Clean Restrooms, Hot Showers

**A Great Place
To Meet For All Occasions!**

(707) 648-4370

7 HARBOR WAY • VALLEJO, CA 94590

SALE

**Going Out of Business
After 15 Years!**

**LARGE INVENTORY
OF CRUISING GEAR!**

**All Items to be Sold
at or BELOW Cost!**

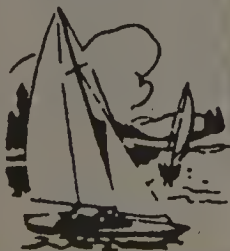
Tell your friends.

Anchors, Autopilots, Blocks, Cabin Heaters, Compasses, Furling Systems, Hatches, Inflatables, Knotometers, Lights, Outboards, Port Lights, Paints, Rigging, Winches, VHF's, Building Materials and Much More.

ALL SALES FINAL – Cash Only, No Credit Cards.

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633
Closed Sundays and Mondays



Cal

Is Looking for Your Boat

The UC Dept of Recreational Sports is seeking motor and sailing vessels for our instructional, recreational and competitive programs.

Your tax deductible donation will be handled quickly and efficiently. You will be able to quickly eliminate insurance, berthing and advertising fees.

Donating your boat to Cal will greatly assist us in advancing our many low-cost, high quality programs on the Bay.

**For More Information,
Please Contact Robert Anderson
(415) 642-4000**



CHANGES IN

With reports this month from former *Latitude* staffer Suzanne Tumicki about life in **Sydney, Australia**; an informative report on cruising the **Northern Sea of Cortez**; riding out a typhoon in **Guam**; a tale of banking blues in **French Polynesia**; a list of boats sighted recently **Down Under**; news of cruising in **South Africa**; and the usual enlightening cruise notes.

Christmas In Oz Suzanne Tumicki Sydney, Australia (Sausalito)

What a week of sailing it's been down here, with the passing of Australia Day on January 26. The ANZ Bank sponsored the annual 12 Meter races which ran for four days. This is a favorite among Aussie sailing fanatics, as both boats are exactly the same right down to the hardware; only the skill of the crews is different. Needless to say, the harbor was chock-o-block with spectator boats. I was lucky enough to be aboard one, a Peterson 38 called *Designads*.

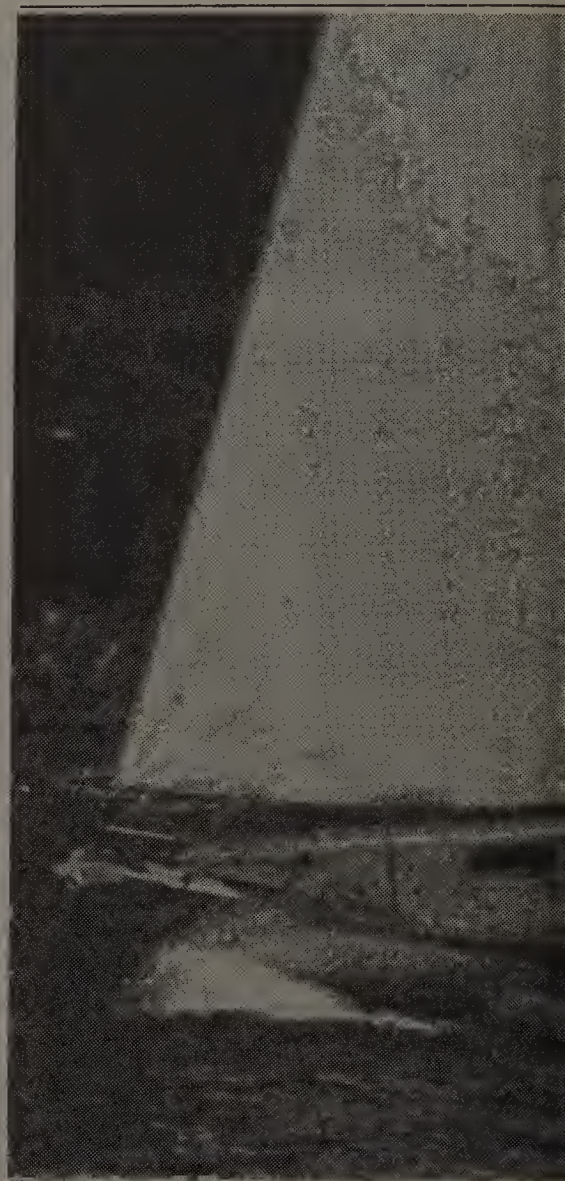
Sydney Harbor has many little coves, bays and inlets, and the masses of yachties make good use of them — especially on the weekend. Fifteen of us took *Designads* up to

anchoring nearby as the day progressed.

While we were anchored, an enterprising young man motored up in his little craft and began to sell ice cream. I was quite surprised to see a small business like this, but I suppose if you can have ice cream trucks you can have ice cream boats, too. When the weather is stinking hot and there are scores of people gathered in one spot, you can bet the majority would kill for a frosty Coronet. I later learned that this guy wasn't the only one who has sold ice cream from a boat in Sydney Harbor. Several years ago there had been an 'Ice Cream Girl' who moved enormous quantities of ice cream. She had a visible edge over her male competitors, however, because her normal attire consisted of little more than a G-String! Sailors being sailors, they loved her uniform. The Ice Cream Girl's edge was also her downfall. So many skippers chose to watch her rather than where they were going that there were numerous t-boning accidents.

I've been going to the Cruising Yacht Club a fair bit, as I race Twilights on Wednesdays with hundreds of other people. One familiar face was Tex, who along with his two-toned mohawk arrived on *Condor* five years ago and has never looked back. I met him while passing out *Latitudes*. I heard an American voice say, "Oh *Latitude*, I used to read that magazine in California." He promptly informed me that he was originally from Saratoga, and being from 49er country, had just thrown his Fifth Annual Superbowl Party at the Cruising Yacht Club! The parties have been complete with American hot dogs, American mustard, and, of course, 49er door prizes. (I won a pen). Unfortunately, we all know what happened to that great football team in the final moments of the playoffs, but Tex still had plenty of t-shirts, pennants and what-not to raffle off after the game.

Most of the approximately 200 folks who came to this year's Superbowl Bash were Aussie sailors, but I did manage to run into some fellow Americans. One was Avery Dresden of Mill Valley, who left San Francisco five years ago on an "around the world the wrong way" cruise that took him through the middle latitudes. He joined *Mariella*, an 80-foot yawl owned by Vincent de Demenico of Hillsborough, for the journey and they were

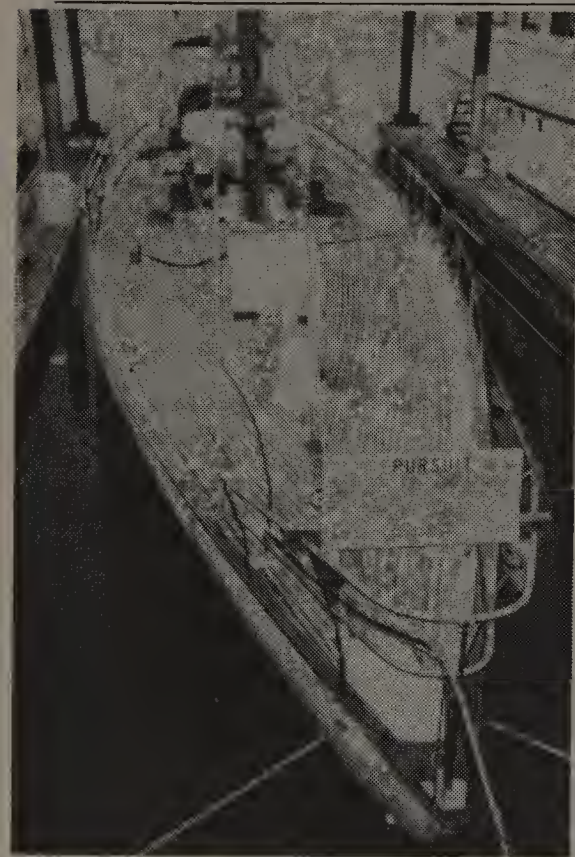


just stopping off in Sydney.

While quite intent on the football match, Avery did give me some details on *Mariella*. She was built to an Alfred Mylne design in Scotland of teak and steel in 1938. Her international crew consists of a Yank, a Brit, an Aussie, a French chef and an Antiguan 2nd mate. She's about to embark on the final leg of her voyage and should be in San Francisco sometime in 1992. Although she's been out cruising for years, *Mariella* did manage to win the 1991 Australia Day Schooner Race, beating out about a dozen other wood sailing vessels in the process.

(On Australia Day, one of the fastest boats in the harbor, the 18-foot skiff *Bob and Jane T-Mart*, collided with one of the slowest vessels, a square-rigger called *Solway Lass*. The ultra-lightweight, highly-maneuverable skiff was competing in an 18-footers World Title Race when she was run down by the mammoth and sluggish old wood boat lumbering along in the schooner race. You figure it out.)

In any event, *Mariella*'s owner Demenico is riding high on his victory in Sydney and looking forward to another in San Francisco. Through the pages of *Latitude* he'd like to make a personal challenge to a similar sized boat of the same era, *Pursuit*. Demenico says

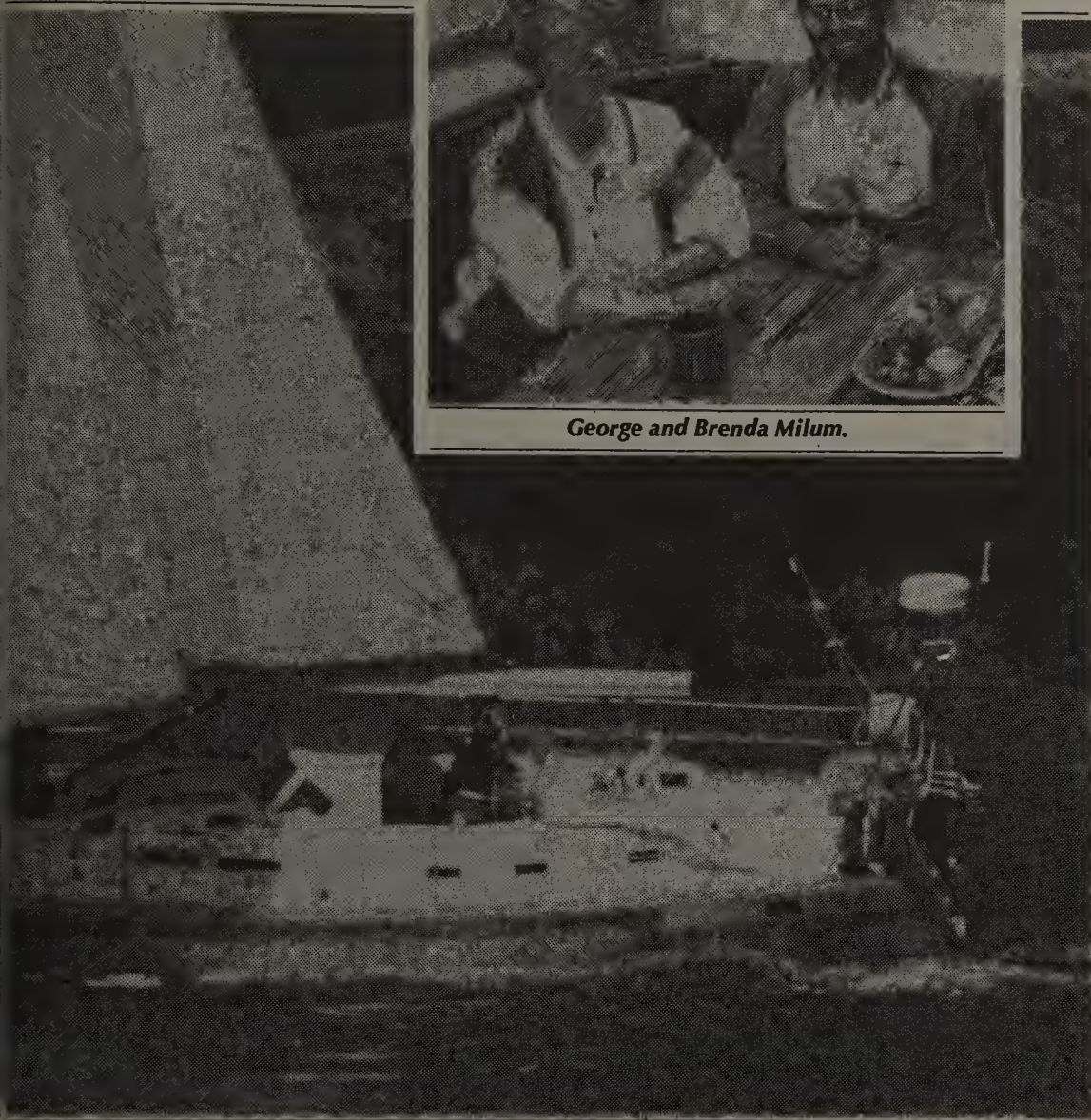


The 82-ft M Boat 'Pursuit' at Sausalito; she's been challenged to leave the dock to race Vincent de Demenico's classic 'Mariella'.

Quarantine Bay, just south of Manly, for a little lunch, a swim and some sun. Many other boats also liked our spot and ended up



George and Brenda Milum.



'Avatar', pictured on San Francisco Bay, has been romping over the warm waters of Mexico the last 18 months.

that in all the time he's spent around Sausalito Yacht Harbor, he's never once seen Pursuit leave the dock. Them's fightin' words.

Mariella's next stops are New Zealand, Tahiti and Hawaii before they once again slip beneath the Golden Gate and into 'the real world'.

That's it from Down Under.

—suzanne 1/5/91

Readers — Suzanne is a former member of the Latitude production staff enjoying a sabbatical.

Avatar — 45-ft Cutter George & Brenda Milum Northern Sea Of Cortez (San Francisco)

Much has been written in *Latitude* about the southern part of the Sea of Cortez, so we'll only write about the northern part. As I write this in September, we're at Puerto Refugio, which is at the north end of Angel de La Guardia — which itself is north of Bahia de Los Angeles. Many other boats that expected to come this far up have fallen by the wayside and holed up in Escondido,

Santa Rosalia, San Carlos or some other more civilized spot. Among the Northern California boats that have made it this far are *Bag End*, *Egret*, *Questor*, *La Mouette*, *Grimsby* and *Endless Weekend*.

SUZANNE TUMICKI



Cleavage, male or female, seems to help sell ice cream in Sydney Harbor.

Once boats arrive at Santa Rosalia, the last big town going north, they usually overnight to San Francisquito. There is an

open anchorage of sorts at Punta Trinidad, but the few boats that stopped there got clobbered by weather from the east. San Francisquito was quite cool, relatively speaking, with 77° to 80° water temperatures. It was 80° to 84° further south.

San Francisquito's eastern anchorage — the one recommended by most guides — got blasted by southeast winds every day we were there, so we anchored on the east side just north of the entrance to the basin. It was neither very shoal (as per *Charles Charts*) or 10 fathoms (as per *Williams Baja Boater's Guide, Volume II*). We dinghied into the basin and found a minimum of 11 feet at medium tide, so at high tide the entrance would be a snap.

We found the Midriff Islands (Angel de La Guardia, Partida, La Raza, Salsipuedes, Las Animas and San Lorenzo) to be well worth exploring. Our first anchorage was on the south end of Las Animas; it was ok, but the bottom was somewhat rocky and our chain got fouled. We think a cove a little further north on the east side of Las Animas would have been better, but it wasn't mentioned in any of our guides.

We spent two nights in the eastern slot of Salsipuedes. Luckily it was very calm, because it's really too narrow for a large boat. Joe Montana could probably toss a football from one side to the other. We found good 'holding ground at the north anchorage of

Partida (which is not to be confused with the Partida further south where Sea of Cortez Sail Week is held), and not so good holding at the southern anchorage. Unfortunately, north winds made the conditions quite lumpy. We did, however, dinghy to nearby Roca Blanca

CHANGES IN

and swam with the seals on the reef. Spectacular!

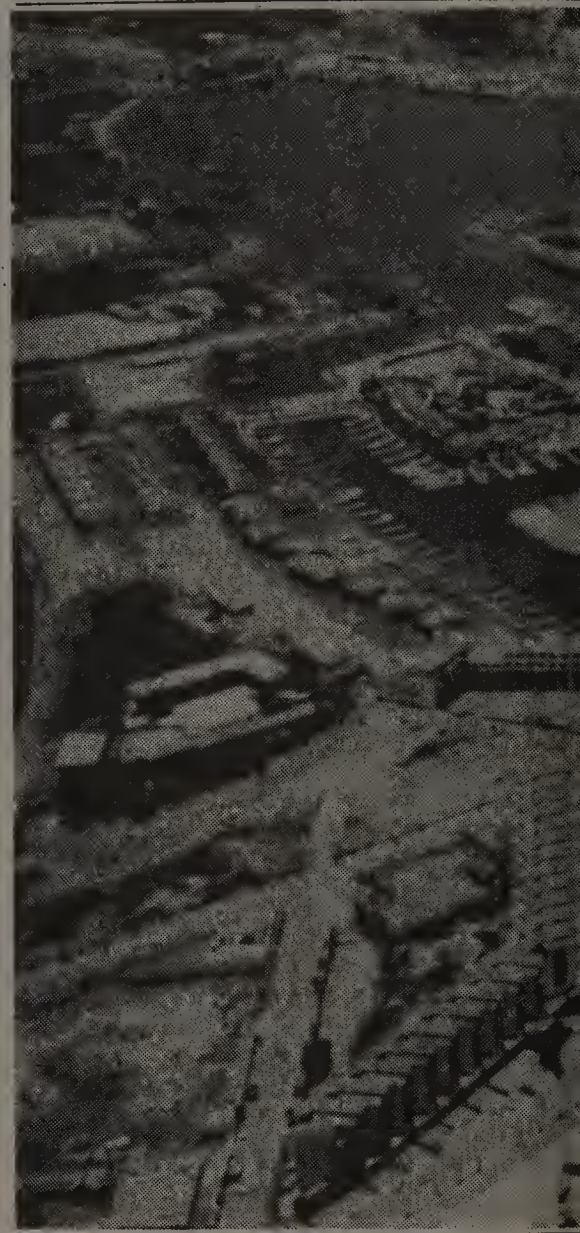
After departing Partida, some cruisers stopped at one of several anchorages at Punta de Las Animas on the Baja Peninsula. The problem was that all those anchorages are open to the north, which is where the wind was coming from. (Where are the southerly winds that are supposed to predominate in the summer? All we've seen is wind out of the north and the east.) As for

morning the water was so murky that we decided to move on. After a lunch stop at another seal island, we anchored behind Ensenada del Pescador. With sand over rock, the holding ground was crummy. When an afternoon easterly came up, we moved around the corner to a nice spot in Ensenada Quemado. The next bay, Don Juan, is a well-protected natural harbor — in fact author Williams calls it "the best natural harbor in Baja for cruising boats". Quite a few yachts hang out here; some never leave except for periodic provisioning jaunts to the village at Bahia de Los Angeles. We found Don Juan to be safe, quiet . . . and boring.

Bahia de Los Angeles has a number of pleasant anchorages. Punta la Gringa is a long sandy beach and the bay is full of clams. The cove on the northeast corner of Isla Ventana is a lovely and snug spot for two or three boats. The snorkeling around the two small islets to the west was interesting. The slot between Isla Bota and Isla Pata can be quite rough when there are swells from the east. The charts indicate a clear passage at both ends of the slot, but we sounded the east end from the dinghy and found it was not safe. Isla Smith — aka Isla Coronado — has several good anchorages, particularly those to the north and south of Isla Mitlan. There are excellent snorkeling reefs south of both Smith and Ventana that can be found only at low tide. Isla la Calavera has great seal viewing.

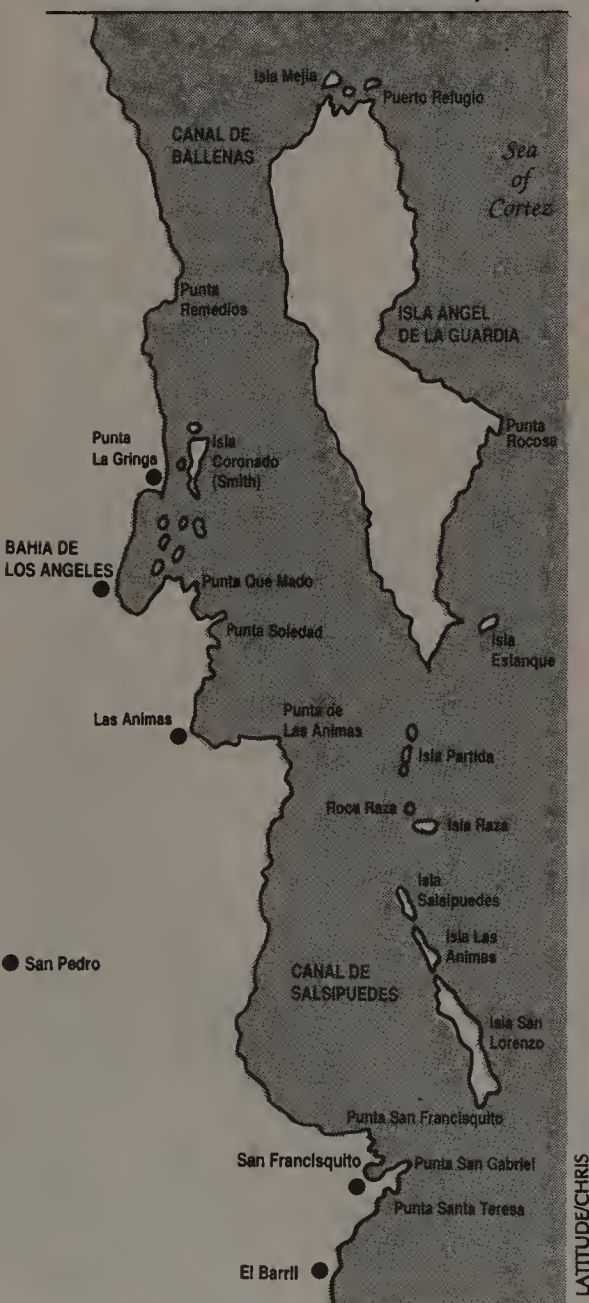
The anchorage at Pueblo Bahia de Los Angeles is an open roadstead that is frequently windy and roly. Better protection can be found nearby behind the lighthouse at Punta Arena. The village consists of five small stores, three restaurants, a Pemex station — and new this year, an English-speaking doctor. We were able to fill any size container with water for 1,000 pesos (about 30 cents) and sometimes get diesel. The fruit and vegetable truck is, in theory, supposed to arrive on Saturday. During our stay it arrived once on Friday and once on Sunday. Two of the stores sell frozen chicken and sometimes red meat. Once we opened the bin marked *carne* and were confronted by a frozen steer's head, complete with horns and shaggy hair! Sometimes there are eggs, margarine, cream cheese and similar products; sometimes there are not. Nobody is ever going to confuse this place with the other Los Angeles — or even Cabo San Lucas!

There is an interesting anchorage off the southeast corner of Isla Angel de la Guarda at Isla Estanque. This little island is about a mile from de la Guarda and almost completely



encloses a small cove. Although another boat told us that they had entered 'the pond' with a foot of water beneath their seven foot keel, we decided not to take *Avatar* inside. When we later sounded the entrance, we were glad we hadn't. Two hours before a two-foot low tide, we found a 6.8 foot reading in the center of the channel. If anybody does decide to go in, they should stay close to the northern side of the entrance, as shown on *Charlie's Charts*. Once inside, there is good holding ground in about 22 feet of water. We anchored on the western side of the bay in a small cove with a white sand beach. Friends tried to anchor off the larger beach to the south of our cove, but they never could get a good grip on the rocky bottom and had to stand anchor watch all night long! The charts indicate there is no passage across the reef to the south of this bay; believe them!

Everyone leaves Puerto Refugio, at the north end of de la Guarda, for last. This might be a mistake since the three main anchorages are open to the north, and the north winds usually begin soon after the autumnal equinox. Refugio is, however, well worth the visit. The island teems with seals and there are a good number of reefs for



There are many anchorages between San Francisquito and Puerto Refugio, but very few supplies. Watch those tides!

ourselves, we tucked in behind some islets by the fish camp on the west side of Bahia de Las Animas and spent a quiet night. The next



COURTESY MARINA VALLARTA

If you haven't been to mainland Mexico in two years, you can't imagine the changes. This is Puerto Vallarta. Z-town is next.

snorkeling. While the visibility right now is what we'd consider to be terrible — 10 to 20 feet — people say it can sometimes be excellent. There are masses of triggerfish, which happens to be our favorite eating fish, which are unbelievably easy to spear. The 83° to 85° water temperature makes very long swims possible. The air temperature has been in the low 90s with little humidity during the days; the evenings have been reasonably cool. There are no-see-ums, but we've found they're only a nuisance for an hour or so in the evenings.

The weather in this part of the Sea of Cortez has been a big surprise for us. Last year's cruisers told us to expect temperatures up to 115°. They must have spent all summer in warmer places such as Puerto Escondido and Concepcion Bay, because we have never even seen 100°. We've mostly had temps in the low 90s, with humidity being the primary factor in our comfort, as it can get very sticky indeed. Trying to do anything in the midday sun is, as you might expect, insane. But there is usually an afternoon breeze that cools

things down. We have seldom used our fans at night.

We had also expected to have very little if any wind for the summer, but that has surely not been the case. The normal afternoon breeze is between 15 and 20 knots. Although we know it is our cooling system and is great for sailing, such a strong breeze makes for lousy dinghying and thus has gotten on our nerves. We once had a string of four nights of big blows, with more than 30 knots of wind, lightning and some rain. Nobody slept well during that period.

The further north you sail, the more the tides and current must be watched. The tidal range in Bahia de Los Angeles, for example, averages about 8 feet; up at Puerto Refugio it can be as high at 15 feet. Thus it's never safe to anchor in just 15 feet of water at high tide. The current can also be very strong, particularly in the channels, and paying attention to the way it's flowing can make a huge difference in any passage. It's also important to take the current into consideration when snorkeling on reefs or off points of land. We make it a habit to start out against the flow so it's easier to swim back to the dink. Sometimes we get into the water

and, hanging on to the dinghy, do a 'drift dive' across a reef.

Our biggest disappointment in the Upper Sea has been the lack of water clarity. The visibility consistently improved up until Santa Rosalia, and we expected it to continue to get better. It didn't, and it's quite murky further north. Apparently the big tides keep the nutrients stirred up. The amount and variety of fish are spectacular and the bottom is quite interesting — so it's too bad you can't see it better! Our scuba tanks have been nice for cleaning the bottom and unfouling the anchor, but we have had no incentive to dive with such poor visibility.

The waters up here are teeming with sea life. Besides the multitudes of seals at their special islands, a few are usually to be seen cruising at each anchorage. Nearly everywhere we go, we see armies of porpoises parading by. Unlike their California cousins, these guys seem too intent on feeding to pay attention to us or frolic under our bow. Many cruisers in Bahia de Los Angeles reported seeing whale sharks, the largest fish in the sea, but we missed them. We have had occasional encounters with whales, nearly always alone, and mostly Minkes. One blew directly in front of us, then turned and drifted along just five feet from *Avatar* before sounding. At Refugio a whale browsed through the anchorage one evening and then again the next morning.

The principal fish we've seen are opal eyes and triggerfish, and there have been masses of them. We also see lots of angel fish, hog fish and sergeant majors. In some places there have been so many tiny fish that it was like swimming in fish soup. There are still spots with clams and scallops, but many have been picked bare. There is no need for the law against lobstering this far north; we have not seen hide nor hair, shell or antenna of them. On the plus side, we haven't seen any jellyfish, of which there are many further south.

Most cruisers have *Charlie's Charts*, which is a good supplement, as is Vern Jones' *Baja Cruising Notes*. Dix Brow's book has not been much help. The one essential guide for cruising these waters is Jack Williams' *Baja Boater's Guide — Volume II, The Sea of Cortez*. We would have been lost without it. The Sea of Cortez tide tables are also very important.

— george & brenda 11/24/90

Readers — Anyone heading to this part of

CHANGES IN

the Sea of Cortez should strongly consider purchasing Gerry Cunningham's Cruising Guide to Bahia de Los Angeles. The package covers 47 anchorages and includes Mini-Guides to Bahia de Los Angeles, Puerto Refugio and the Midriff Islands that feature charts, photographs and text.

Waimea — 40-Foot Sloop Dicky Derickson, Jill Neidrauer Typhoon Russ, Guam (Vallejo)

My partner, Jill, and I departed San Francisco in October of 1986 and have since been cruising the Pacific. We are presently in Guam replenishing our financial reserves. We expect to depart in May, before the onset of the summer-fall typhoon season. Actually, typhoons are never really out of season here, as over the years Guam has been hit in every month of the year.

We were recently visited by Typhoon Russ, and thought your readers might be interested in the experience. The last time we'd been in a typhoon was July of 1989 during the Honolulu to Hiroshima Race. As we entered the Bungo Suido we were brushed by Typhoon Judy. The 'brush' included 25 foot seas and storm force gusts. With Kyushu just 20 miles to leeward, it was pretty scary.

I first learned that another typhoon was brewing on the 16th of December as a group of sailors were telling sea stories at the Marianas YC in Guam. One sailor mentioned that the local TV station had shown an image of a typhoon off to the east. He said that while the typhoon was well to the east, it was a biggie. I decided to get my own satellite image by radio fax onboard *Waimea* the next morning. Sure enough, there was a well-formed typhoon (known in the west as a hurricane) about 1,000 miles ESE of Guam and moving WNW at 10 knots — toward Guam! Winds were expected to increase to 75 knots within 24 hours. This was Typhoon Russ.

Such a scenario is not unusual for the Western Pacific. In 1990, no less than 28 tropical storms and typhoons had traversed the waters from the Marshalls through the Carolines, Marianas, Philippines, Taiwan, Japan, etc. Around Thanksgiving, Typhoon Owen had frightened us on Guam, but passed a few hundred miles to the south and devastated Palau instead. It's not uncommon in the Western Pacific to have more than one typhoon active at a time.

By the morning of the 18th we knew that Russ was a genuine threat. Tightly formed



Clay, in racier times.

and with winds of 80 knots, he was 650 miles ESE of Guam and heading for us at nine knots. Around midday I moved *Waimea* from our roadstead mooring to the well-protected Harbor of Refuge. Locally, there was little indication that a typhoon was approaching: the barometer was holding steady, the wind was NNE at 15 knots, there was no rain and the high clouds were typical. A high pressure system over Japan would have produced the same conditions.

On the 19th, the Guam Joint Typhoon Warning Center (JTWC), which consists of navy, air force, and NOAA, forecast a direct hit on Guam on December 21, with winds predicted at between 120 and 150 knots. Two commercial vessels, they reported, had already been lost at sea. At this point Russ's movements matched the forecasts uncomfortably well. Even if Russ diverted from the predicted track, we'd still catch some heavy weather. All capable aircraft, military and commercial, took off looking for safety. Larger ships put to sea and headed southwest at their best speed. Thirty yachts and other miscellaneous craft headed for the Harbor of Refuge.

We had plenty of preparations to complete, but we had both ample time and good weather. We set double mooring lines to four 2,000-lb mooring blocks, ran a bow

You'll never guess who bought this vintage Swan 55 in Puerto Vallarta; Clay Bernard, IOR fanatic with 'Great Fun' in the '80s.

line around three trees, ran a breast line to a pier just abaft the port beam 100 feet away, adjusted all lines and set chafing gear. We streamlined the topsides as much as was practical and completed the other pre-typhoon tasks: Set doubled moorings, removed and stowed the roller furling, removed and stowed the main, secured the hard dink ashore, moved the liferaft to the cockpit, topped off the fresh water tanks, moved the gas jerry jugs ashore, removed and stowed the extra anchor, stowed the outboard motor in the cockpit, removed and stowed the man overboard gear, removed and stowed the awnings, lashed down the dodger, secured the halyards, removed and stowed the dorades, sealed the mushroom vent with duct tape, sealed the chain pipe with clay, rigged below-decks for heavy weather, made ready the dive masks, work gloves, fins, bolt cutters, crow bar, ship's papers, small stuff, chafe gear, spot light, back-up mooring lines, etc.

By mid afternoon on the 20th, all we had to do was wait. The weather had still not changed from the day before, although the barometer had now begun to fall rapidly. Although we'd done much to prepare, I kept

LATITUDE/RICHARD



wondering whether it had been enough. Should I have run more mooring lines. Should I have disassembled the semi-permanent dodger? I remembered the photographs of boats jammed together like broken eggs as a result of hurricane *Hugo* and hoped for the best.

Establishing radio contact with many other boats, we all reported our readiness to help anyone who got into trouble. After all, we each had a lot to lose. As the evening wore on, the wind and rain increased steadily. The air became littered with twigs and needles from nearby ironwood trees. Occasionally the sky would light up, perhaps from downed power lines, exploding transformers or lighting. I am sure the wind was too loud to hear the thunder. The conditions brought to mind the cartoon caption "It must be plain hell ashore on a night like this." The big gusts were almost like explosions and could suddenly heel the boat over 20° degrees. The wind in the rigging made an unearthly shriek. Crawling forward on deck to check the moorings, I wore a face mask to protect my eyes. Fear seemed to be giving way to fascination.

At 2000 we had a glimmer of good news! The wind veered right 10° from earlier in the day and was now coming from 030° true. This was the first indication that the center of

the typhoon would pass to the south and west of *Waima*. This was good news because *Waima* was moored in the front rank of boats along the eastern bank of the harbor facing east. This put us in the lee of a six-foot bank backed by a grove of 50-foot supple ironwood trees. We saw some of these trees bow to the ground and spring right back up — real survival value in a typhoon.

Nonetheless, the wind continued to build. It was sobering to think that the 70-knot gust we'd just seen heel a boat 30° and blow the water surface into a cloud of droplets was only half the force of a 100-knot gust. We took turns checking the topsides and making vain attempts at catnaps. At 2200 we fired up the engine in order to motor against the wind. At this time the wind was on our port bow and continuing to veer toward the bow.

By midnight we were observing sustained storm force winds and the barometer was down to 977mb, which meant it had dropped 3mb in the previous two hours. While we'd seen a top windspeed of 73 knots, the ships at the more exposed naval station were reporting 100-knot gusts.

By 0400 on the 21st, it became apparent that the wind was no longer increasing. The JTWC via marine VHF, however, continued to forecast a 1200 arrival time. Simultaneously, the local AM radio station was announcing that the eye wall was already 30 miles south of Guam. All indications pointed to the AM station being correct, which we naturally hoped was right. Up until this time the JWTC had been spot on;

merely gale force. Whew! The noise level had subsided to the point where we could hear the now familiar halyards flog at their masts. First light revealed that every boat in the Harbor of Refuge had held fast. The adrenaline rush was over, but the awe remained fresh. As the urge to celebrate with our friends overwhelmed us, it wasn't long before floating champagne/beer parties spontaneously broke out.

We soon learned that not everyone or every vessel had fared as well. The Windjammer cruise ship *Courageous* had broken her moorings and drifted hard on the rocks of the Apra Harbor breakwater. Rumor has it that she was at an unauthorized mooring and that her water-tight doors had not been secured. Another Windjammer vessel, *Polynesian Princess*, partially sunk at her mooring. Some small sailboats at Apra Harbor also broke loose from their moorings and one or two others sank near the naval station.

It indeed had been "plain hell ashore on a night like that" — especially on the south end of Guam. Approximately 2,000 people were left homeless. Many houses were completely demolished. Some only lost a roof or wall, but that's small consolation if you can imagine a 100-knot gust accompanied by a torrential downpour tearing through your bedroom in the dead of night. Power was down throughout the island. Power lines were ripped from their poles and in some cases held the poles up. Water mains were broken and trees uprooted or defoliated. Some trees

LATITUDE/RICHARD



While Typhoon 'Russ' let Guam off easy, hurricane-force winds more often leave damage like this.

perhaps the island-wide power loss had disrupted their communications.

At 0600 the wind was ESE and down to

were decorated with twisted roof panels and some roads and graveyards were washed out. But damage was spotty. Completely destroyed homes could be found just 100 yards from homes that weren't damaged at all. It must have been a combination of

CHANGES IN

intense gusts and topography that caused the selective destruction. Almost miraculously, no one was killed on Guam.

It was interesting to listen to the CBS radio news the next day. There was no mention of Typhoon Russ, but we did hear that oranges in California had been "frozen as hard as baseballs".

— dicky 1/21/91

Dicky & Jill — If you felt top gusts of 73 knots and were excited, imagine how the victims of Hugo must have felt when the 220-knot gusts ripped through Culebra. Yikes!

Incidentally, your pre-typhoon checklist is a good one.

Polynesian Banking Blues Richard & Shirley Sandys French Polynesia (Palo Alto)

There we were, fat, dumb and happy, having arrived in the Marquesas from Acapulco in just 25 days. We changed our only cash, \$100 US for \$10,000 CFP, at a local market on Fatu Hiva. From then on our attempts to get funds were a disaster.

We officially checked in to the country at

pending the arrival of our bond money. As most folks know, the bond is held at a French Polynesian bank as a guarantee that each person aboard leaves the country when his/her visa expires. We knew about the bond from reading sailing magazines and talking to friends.

I had told my wife we'd have the bond money wired from my bank in the U.S. After all, people had been wiring funds this way for years. I'd even read about it in books by Jack London and Rudyard Kipling.

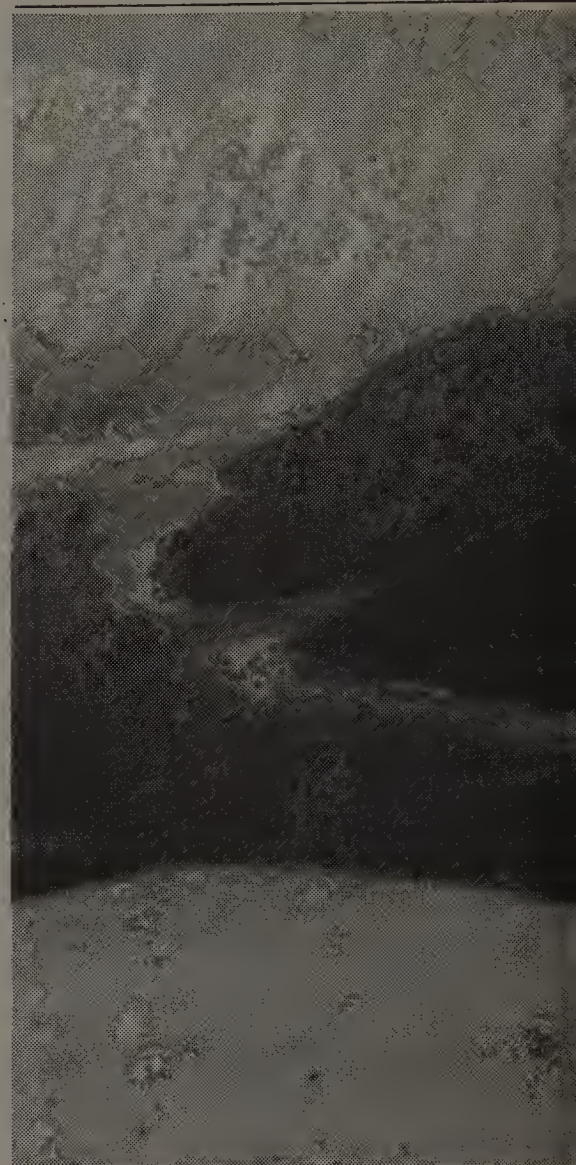
So we marched into WestPac Bank, Hiva Oa. The teller/manager gives us a telex number, an address and the information that \$880 per person is needed for the bond. Next we got to the post office where the postmaster places a call to our bank, whose name shall not be mentioned but whose initials are B of A. A good-sized bank, I assumed it was quite capable of making an international transfer of funds.

Phone calls back to the States from the Marquesas are dear; twenty-seven dollars for the first three minutes and \$7 a minute thereafter. I got through to my banker who assured me that the transfer of funds would be made quickly. That was good, because the phone call had cost \$56, cutting deeply into the \$100 we'd started with.

We'd come from Mexico where the best way to get funds is a cash transfer using a plastic credit card. But in the Marquesas, plastic is worthless. What's more, in the Marquesas it costs \$3 for a cold beer, \$1 for an ice cream, and \$7.50 for a burger and fries. Obviously we were going to be on a tight budget until the funds arrived.

Long about this time we started hearing horror stories from other cruisers having trouble getting their funds. It was and is rumored that the French Polynesia bankers hold on to funds as long as they can to collect interest on them. Our crew member cashed travellers checks for his bond and lent us \$250 so we could buy food. Rather than wait and stew, we sailed to Tahoata and other anchorages, hoping the funds would arrive by the time we returned. But this was not to be.

The second call to my U.S. bank cost another \$27, and this was money that was needed for food, presents and small pleasures such as ice cream and cold beer. "We sent your transfer request of the 6th to our transfer office", said the banker, "and your funds were sent from there on the 10th to the Bank of Something Polynesia for transfer to WestPac Bank." From that I knew I was dealing with a nice, big bureaucratic bank. Unfortunately, I



didn't know what the Bank of Somethings real name was, as it was too dark in the phone booth to write it down. Electricity is scarce in French Polynesia; the insides of stores and offices are often quite dark.

Armed with this knowledge, we told the *gendarme* "We are leaving. Can we please have our green card?" As usual, he asked for our bond deposit. "It is held by the Bank of French Polynesia," I said, thinking I was just a few days short of the truth and hoping the money would find its way to WestPac Bank by and by. Surprisingly, the *gendarme* made a notation to this effect and gave us our green card. We thought we might have had to sail away without it. Perhaps the *gendarme* had sensed it. He'd asked others to leave the islands after 30 days passed without their being able to post bond.

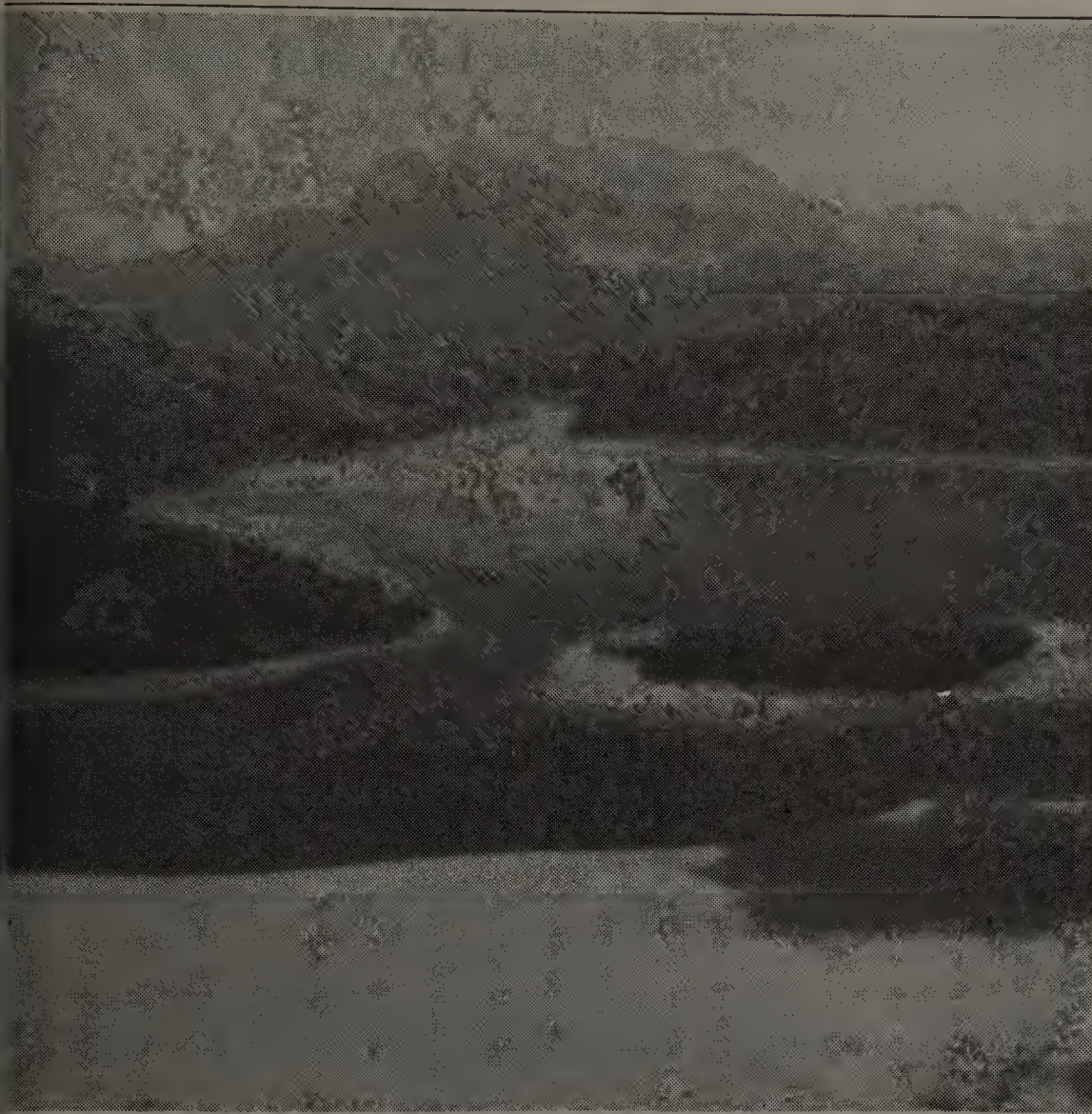
Thus we said goodbye to our friends Adolf and Rose'l, who had been waiting three weeks in the Atuona Harbor for their funds to be transferred from a very large Canadian bank, and set sail for Ua Pou. Hana Haku had a WestPac bank, but no record of our funds. Finally we arrived at Nuka Hiva, the center of Marquesan government.

Once again our funds were getting very short, so we took what we had left and went to dinner at Frank and Rose Corser's Keikahanui Inn. This was a financial mistake,



The further from home you get, the more expensive the calls and the less likely the phones work. It's a rule of cruising.

the next island, Hiva Oa, and started with a visit to the *Gendarmerie*. Here we registered on a 'green card' which would be held there



COURTESY FRENCH TOURIST BOARD

If you're going to be bummed out by bankers, it might as well be in Bora Bora.

but a great boost to our morale. Imagine Irish curry, Hinano beer and cheese for desert. We hadn't seen anything like this during our six months of cruising in Mexico, crossing the sea or in French Polynesia.

Suddenly my wife found that she was blind in one eye. The doctor in Nuka Hiva recommends she fly to Papeete for treatment. Eyes are more important than money and Air Tahiti takes plastic. Fantastic! And Frank and Rose sort of take plastic and gave me \$30 on my card. So Shirley arrived in Tahiti with \$20 and lots of plastic to see her through. That story, dear reader, must wait for a further telling.

At this point I have no choice but to begin trading with the local in earnest. Magazines, fiberglass repair kits, cassette tapes and earrings for coconuts, bread and fish. Exchanging with the gracious islanders that which we had in excess for that which they had in abundance: Baccardi rum for cold Hinano beer, a Lambada cassette for a leg of New Zealand lamb, tee-shirts for groceries and canned butter, wetsuit booties for fruits and vegetables.

My wife returned from Tahiti, still blind in one eye but game to continue. With a good

supply of fruits, veggies and bread, and a dwindling supply of canned goods, it was either head for Tahiti or learn how to make money at a native trade. We headed for Tahiti in search of our missing funds.

Calls from Nuka Hiva to Papeete were \$6 — unless someone put you on hold, in which case it really got expensive. WestPac Bank was very courteous and made several calls on our behalf. But still there were no funds. We called the Bank of French Polynesia, thinking it was the intermediate bank; still no luck. What if the *gendarmes* found out we didn't know for certain if our funds were in Tahiti? What if the funds had mistakenly been sent to Martinique? What if we arrived in Tahiti, found no funds, but could not get money from my bank because the funds were no longer available? We were in deep trouble. At \$9/minute, nobody wanted to pay for our phone calls, and we didn't have the money to pay. Well, life is full of risk and we were having an adventure — although not a pleasant one.

We sailed from Nuka Hiva to Rangiroa, taking about a week. Now my wife is getting obsessive. Besides asking "What happens if we don't see the low atoll on Rangiroa and run into it?", she starts asking "What happens if we get to Tahiti and can't find our funds?" She asked the latter question with increasing

frequency after leaving Rangiroa. Fortunately, we hit a light gale and our motor quit, so more immediate problems occupied her attention. Nonetheless, the question was burned into my mind.

On our first morning in Papeete, before going to the bank, I came up with the answer to "What happens if the funds aren't in Papeete?" The answer was simple: "We'll refuse to leave the bank until they find our funds."

This turned out to be the correct answer as the bank teller gave us the familiar refrain, "Sorry, no funds." I remained at the window and insisted my funds be found. After a phone call and "Sorry sir, your funds haven't been received at the bank of French Polynesia either," I remained at the window and insisted they phone my bank in the United States and find out what had gone wrong. Presently more heads were put together at the back desk. While I watched, I planned more arguments that would elicit their help. But this time I didn't need any more arguments. "Your funds are at Bank of Paribas Polynesia and a messenger is bringing them to us right now."

The torture was over. We were saved. Time for a cold Hinano, a burger and an ice cream sundae. There is an epilogue. Shirley insisted we got to the Bank of Paribas Polynesia and find out that our funds had not been transferred. The teller who handled the transfer said her books were credited via telex for Richard Sandys, but there had been no request that the funds be transferred to WestPac Bank. She claimed to have telephoned other banks to see if a Richard

JOHN NEAL



Some cruisers, such as this one, have turned to stone waiting for money to arrive in French Polynesia.

Sandys had been complaining angrily about not having got his funds, but nobody remembered anyone like that. I guess I hadn't

CHANGES

made a big enough row for everyone at WestPac Bank to know my name!

So the Bank of Paribas Polynesia collected interest on our funds for five weeks — and then was disappointed they were not allowed to write my bond and thus collect another fee, I can only conclude that the telex indicating how to direct the funds was conveniently lost.

If I had to do it over again, I would borrow in the US to buy travellers checks and use these to buy our bond. I would get cash using my Visa card in Mexico and later in Papeete, where plastic works. An alternative is to buy a refundable airline ticket and turn it back to the travel agent after visiting French Polynesia. The drawback to this plan is the delay in getting the refund on the ticket.

Perhaps the best solution is to be wealthy. As Shirley says, "If you were rich, I would have been able to keep my earrings!"

— richard 10/8/90

Richard — We've had more than a little experience transferring funds from the United States to the Caribbean, and it can drive you nuts. How long do you suppose it would take Barclays Bank in San Francisco to wire money to Barclays Bank in St. Thomas? Try six weeks. Don't for one second assume that any bank, no matter how big or international, can transfer funds to another bank. And don't ever assume that a big and international bank can or will transfer funds to some small bank out in the Pacific. God knows why, but it doesn't always work that way.

When we've gotten really desperate, we've sent some stupid boat part by Federal Express and hidden the cash as best we could in a seam of the box. Fed Ex will tell you absolutely not to send money because if the box gets lost you don't get reimbursed. Nonetheless, we've found them to be so reliable that we've be willing to gamble — and so far have won. It's even worked when their planes went through Puerto Rico, where 99% of all luggage is said to normally be misplaced for the duration of one's vacation.

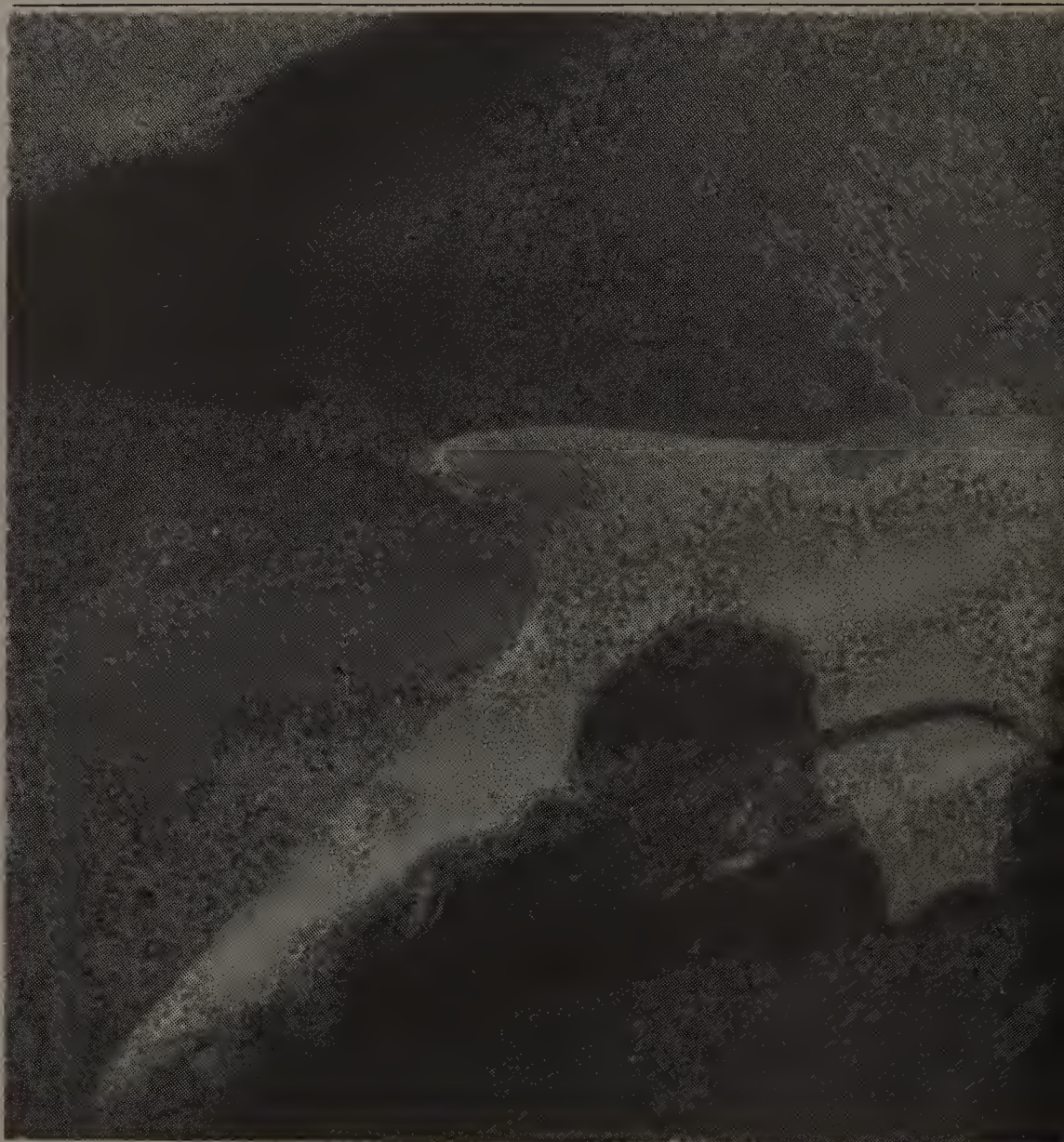
Nepenthe — Folkes 39

Tom Scott

**Mooloolaba, Australia
(San Francisco)**

The following U.S. boats and folks were seen in Vanuatu and New Caledonia between July and December of 1990:

Whale Song, Harry & Marj, Seward;
Gwalarn, Mike & Micki, Anchorage; Nubian,
Eddy and Eileen, Portland; Shadowfax,



Richard, Los Angeles; Hallux, Larry & Pat, Los Angeles; Grendel, Ed, San Diego; Capodlern, Richard, San Diego; Bungo Rye, Lahaina, Richard.

The following U.S. boats and folks were seen in Australia between July and December of 1990:

Wayward Wind, Richard & Kit, Anchorage; Folle Independence, John & Anne, Portland; Ambler, Tom & Jan, Olympia; Northern Lights, Andre & Barbara, San Francisco; Christopher Robin, Joel, San Francisco; Tyche, Ted & Susan, San Francisco; Jordi's, Sam & Marty, Monterey; Endeavor, Tom & Mary, Las Vegas; Prime Time, Jack, Evergreen, Colorado; Kelly Marie, Michael & Barbara, Los Angeles; Banshee, Jeannie & Joy, Los Angeles; Outta Here, Dick & B.J., Huntington Beach; Cannibal, Cal & Betty, New Orleans; Tusitala, Bob & Marj, Bath, Maine; Different Concept, John & Angela, Chicago; Renaissance, Crew Unknown, Boston.

— tom 12/1/90

Counterpoint — Cal 35

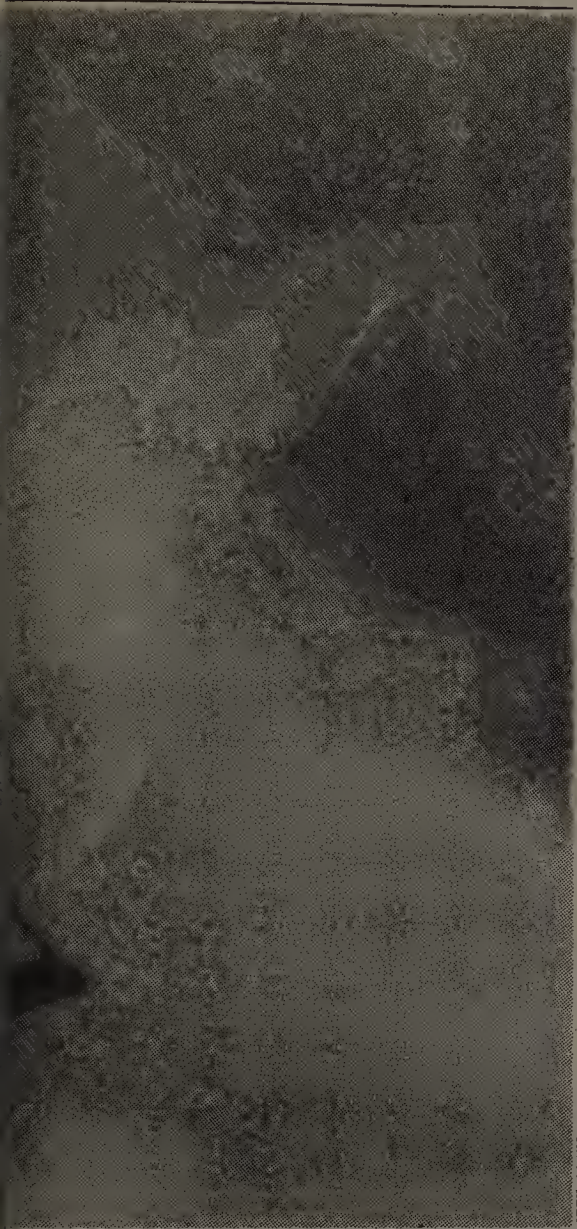
**John & Mary Vetromille
Port Elizabeth, South Africa
(Sausalito)**

Sky, sailor and porpoise all in one unretouched photo — M.C. Escher, eat your multi-dimensional heart out.

A group of us yachties had a drink at the yacht club bar in Benoa, Bali the evening before we shoved off. Those klutzes who drank out of the bottle escaped, but those of us who used glasses woke up with a Bali-belly on our trip to Christmas Island. Those of us who suffered on the crossing found a pharmacy with remedies on Christmas Island and that lots of chicken soup at the noodle house also helped. It was at the noodle house that I developed my taste for Malaysian cooking.

After Christmas, we sailed to Cocos-Keeling, the port where 'the decision' has to be made. We held with our original plan to head for South Africa by way of Mauritius and Reunion, but the rest of the fleet split, as many of them headed for Chagos, the Seychelles, Madagascar and then Richards Bay. A few other elected to head for Sri Lanka and India or even Mombasa and Kenya.

Our next stop after Cocos was Mauritius, where we checked into Port Louis, home to a huge fresh food market and several good but inexpensive Chinese restaurants. We moved



JEFF AMES

hacksaw to the remains of the gooseneck on the boom while I looked through the nuts and bolts for something heavy-duty enough to use as a replacement. John removed the reciprocal piece from the mast and fitted, shaped and drilled it. When the boom was as ready as we could get it, we waited until the light of morning to try and reattach it. Making use of the topping lift and reefing lines to steady the boom, on the third try we were able to fit the boom back onto the mast. We were under full sail again by noon.

By the time we crossed the Agulhas Current, the wind was down to a 25-knot northeaster and the southerly current was running at 4.6 knots. The seas were rough, but eased as soon as we slipped under the lee of Cape St. Lucia. Actually, we were glad for the good wind as our engine had begun to cut out. When we called for permission to enter Richards Bay, South Africa, the South African Police Boat *Penguin* came out to meet us. Actually, they come out to meet all boats they know are arriving. That evening the crew invited us out to have a South African beer with them, and the following morning they led the newly arrived boats across the silted channel to Zululand YC and Marina. When we went up to the yacht club to buy a drink, the club presented us with a complimentary bottle of South African champagne! Needless to say, the natives were friendly.

Rhino Reserve and Umfolozi White Rhino Reserve. We saw all the big game for which Africa is famous, plus unadvertised specials such as 15 little warthogs and snakes in the trees.

I saw no boat leave the Zululand YC without going aground, but we were lucky. Beau from *Lionwing* and a couple of other went out in a dinghy at low tide and set empty coke bottles to mark the channel before we left. None of our group got caught on the bar, and our sail to Durban was routine.

If you're going to Durban, bring long pants. The Point YC gives international yachtsmen a one-month guest membership, has hot showers, serves excellent meals, has a helpful staff and is a good place to receive mail. But, at 1900 hours a ship's bell is rung to remind men in shorts to leave the dining area. That's not the only formality. The club bulletin notes that it's considered all right to drink beer from the bottle on one's boat, "but not in our club". I think the Bluff and Natal yacht clubs have the same rules; at least the *Natal Mercury* ran a picture of the new International Jetty in their December 18 addition, a photograph that showed all the Royal Natal YC members wearing pants and drinking their beer from glasses!

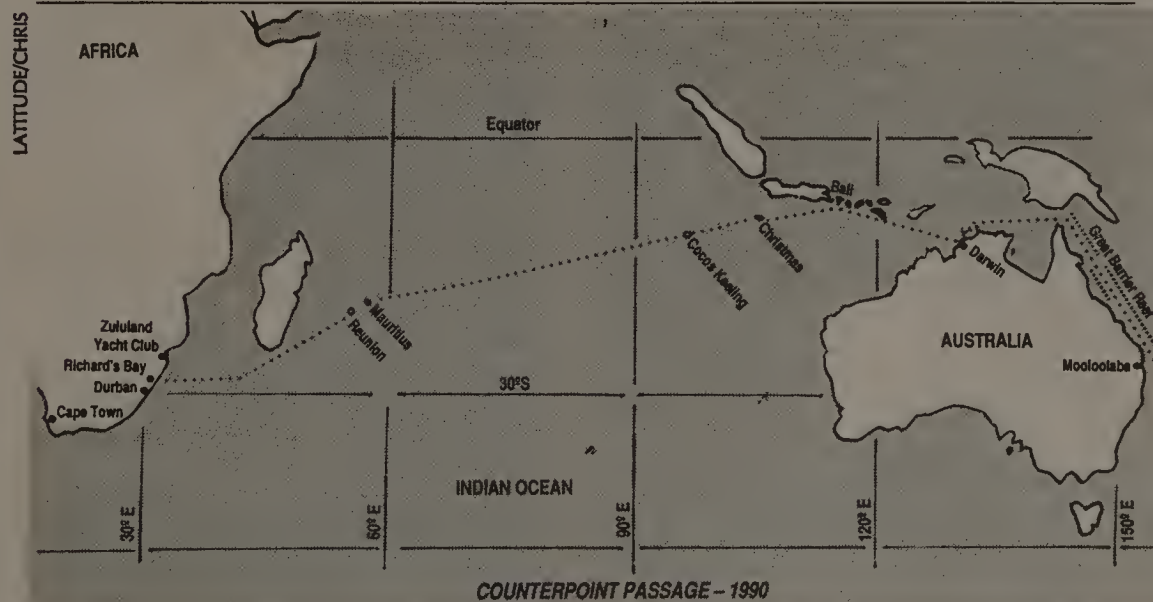
The International Jetty floats on pontoons in the heart of Durban Harbor and is held in place by anchors. When a southwest wind

around to Grand Baie and enjoyed the lagoon and yacht club, but had to return to Port Louis to check out for Reunion.

At Reunion we were befriended by Detier, a French chef at Coco Loco in the city of Le Port. He drove us all around that spectacular island. On the day we left, he chauffeured me to the shore. I had great fun shopping with him, and John and I ate goat cheese and fresh spinach with pine nuts on the passage to South Africa.

We broke the gooseneck of our boom at 0430 one morning south of Madagascar during a jibe to avoid a freighter. John lashed what was left of it to the port handrail and we pulled the main down and stuffed it into the forward bunk. Sailing under jib alone, we kept the boat moving at about four knots, ate some breakfast and kept our radio sked. During the sked we talked with friends sailing a couple of days ahead of us. *Journey*, out of Houston, had punched across the Agulhas and Mozambique Channel currents into a gale. *Windwoman* of Toronto had blown out her main. Beau and Annie Hudson of the Sausalito-based *Freya 39 Lionwing* were hove-to.

Realizing there was bad weather ahead and that we'd need a main, John took a



Last year Zululand YC had 23 international yachts call; this year 59. We left our boat at the club and together with four others rented a van and drove to Kruger Park, Swaziland, Pretoria and Johannesburg. On the way back we stopped at Mkuzi Black

blasted through at 30 knots, yachtsmen from Sweden, Germany, Bermuda, Hungary, Czechoslovakia, New Caledonia, Australia, South Africa and the United States found themselves typing 200-foot lines from the jetty to shore after the plastic pins holding the

CHANGES

jetty together gave way. Jury-rigged with chain, the jetty and boats were held secure.

Just up Fenton Street from the jetty is the Ocean Sailing School run by Chris and Libby Bonnet; they give free lectures to yachtsmen heading around to Capetown. They gave weather information and helped us make decisions necessary for a good trip. Also on Fenton Street is the One Stop Engine Shop, operated by a very helpful Tony Watts. Several other yachtsies took a bus to the Pic 'n Pay Hypermarket, which rebated the 13% tax when shown boat papers — and then delivered the provisions free of charge. Banks, the post office, Customs, museums and art galleries are all located near the jetty, too.

From Durban we sailed directly to Port Elizabeth in light winds. The wildlife we saw included dolphins, southern fur seal, a big leatherneck turtle, Cape Gannets, and Jackass and Common Penguins. Our Swedish friend Bjorn on *Orkesteren* reported seeing a pod of whales. Bjorn was also kind enough to sail along with us, tow line at the ready, until we fired up our engine at the entrance to the Algoa Bay Yacht Basin at 2200. We've been having engine gremlins; we think we've got the air out of the lines now and have cleaned out a clogged strainer in the air intake.

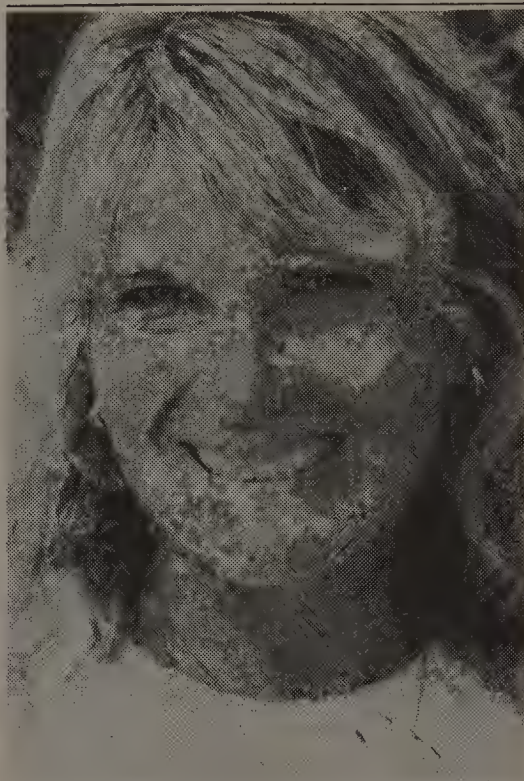
Port Elizabeth is one of the oldest settlements around the Cape and is full of history and enthusiastic yachtsmen. The Algoa Bay YC in Port Elizabeth sponsored a two-day race to Mossel Bay — where we are heading — but nearly half the fleet dropped out when the wind abruptly shifted from northeast to southwest. The members of the club have treated us very well. Our first drink at the bar was complimentary, and they tell me their showers have been voted the best in the world. I believe it. There's soap in the gents showers and the ladies have hairdryers; hot water is taken for granted. There is also a television lounge and the club serves lunch. It's a small club with a whole lot of class. They do serve your beer in a glass, but they don't seem to care if you wear shorts in the evening.

After Port Elizabeth? The plan calls for Capetown, the Caribbean and the Intracoastal Waterway of the East Coast.

— john & mary 2/1/91

Cruise Notes:

"How much does it cost to cruise?" is always a popular question. After a number of Seven Seas Cruising Association commodores wrote their *Bulletin* to say \$30,000 a year was about right, commodores Vera and Willet Spooner of *Tern III*, a Cal 2-



LATITUDE/RICHARD

The cruising 'Make-Over'. After just five months of cruising, Kay Rudiger, 'Latitude's' former bookkeeper, is tanner, thinner, more optimistic — and looks five years younger!

46, wrote to respectfully disagree. The Spooners, who have been living aboard for the last 17 years, report that their cruising costs for the last 12 years, including everything but travel home, have averaged just over \$13,500 per year. And it's not as though they've been 'cruising on the hook' in one spot. No, during that time they've made several cruises to Europe as well as Scandinavia, the Eastern Med, the Bahamas, the Caribbean, Central and South America. Their least expensive year was 1984, when they spent just \$5,014 in Turkey. Their most expensive was 1980, when they spent \$29,510 on the East Coast of the United States, much of it for refitting the boat. They've also spent the last two years in the Bahamas and East Coast, and, despite inflation, have been averaging more like \$12,000 a year.

"Most people think that only affluent people can afford to go off cruising on a sailboat. The cruising people we have met seem to live comfortable and semi-affluent lives, and their budgets are similar to ours. So cut your ties ashore and come out to enjoy this wonderful cruising life!" So wrote Vera and Willet in the November, 1990, *Commodores' Bulletin*.

Then again, there are some cruisers who think that even the Spooner's expenses are ridiculously high. For example, Don Cuddy, who has been out cruising *Wavelength*, a Columbia Sabre (sisterships of which have sold for as low as \$2,000). "I'm writing to inform you of the successful conclusion of the cruise of the Columbia Sabre *Wavelength*. I arrived in New England this October, 4½

years out of San Diego by way of the Panama Canal. The voyage up from Belize was undertaken with mixed feelings, as I realized it signalled a return to society. I am presently working ashore and looking for a boat in which I can circumnavigate. I plan on spending \$15,000 for her, and am certain she will be adequate for my purposes."

We hope Cuddy stays in touch, as we're dying to hear what a guy who spent nearly five years cruising a 5.5 Meter with a cabin will choose as a \$15,000 circumnavigator. A tip of the *Latitude* hat to you, Don, for your ingenuity and thrift. In our estimation, you're right up there with the Riley family, who circumnavigated in the Columbia 24 *Tola*. Mike Riley, incidentally, wrote us recently to tell us about his visit to the Chagos Archipelago in 1980:

"I visited the **Chagos Archipelago** in 1980 during the ill-fated voyage of *Time Out* (for whom *Tola* — 'Time Out Lives Again' — is named). This was just a few years after the islanders had been relocated to less influential voting districts, and it was a paradise. No, make that **PARADISE!** It might as well have been a country club. The lawns were sculpted, the trees full of fruit (coconut, breadfruit, lime and orange) and the beds still made in the houses. There was even a roofless church, making it easier to pray. What there weren't any of were people. Zip. No one was allowed on the islands except the rare yachtie who happened along. The fishing was great. At high tide I speared a 10-lb parrot fish in 18 inches of water by throwing a handspear from shore. Parrot fish? You probably won't believe me, but parrot fish not only make great eating, they are the one fish that is safe to eat anywhere in the world. There were also these strange trees that grew there, the likes of which I have never seen since. Their trunks grew horizontally and the branches vertical. The branches grew straight to as much as 50 feet and made the best spinnaker poles and dinghy masts I have ever seen. But the joy of it all for me was having 'Millionaire's Salad' every day. There were huge palm forests planted with young trees meant for harvesting the heart of palm. The salads were just what the doctor ordered after a stormy Eastern Indian Ocean crossing. Now not very much is allowed: no spear fishing, no living ashore, no eating heart of palm. But it's still a wild and remote paradise. Christian said that Tahiti was ruined after his second visit, and there are probably a lot of earlier visitors to Chagos who think it's been ruined, too. Chagos is famous now, but it still enchants countless yachties. The good news is that there are still many abandoned islands out there that rival heaven, but remain known to

JANET SHORTEED



Janet Shortreed was quick with the camera when this whale breached near 'Kismet' a few miles off Isla Isabella.

to only a few."

Costa Rica seems to be the hot destination with the Cruising Class of '91-'92. According to Ed and Billie Stapleton of **Eight Bells**, a Cheoy Lee trawler, a large group of cruisers has agreed to meet in Acapulco in mid-March to head south as a group. Included are Mike, Allison and Laura aboard the **Tayana 37 Sadie**; Jim Tompkins and Brooke Benning aboard the 37-ft catamaran **Slingshot**; Brian, Susan, Tim and Debbie aboard **Abishag**; Tom and Suzanne of **Kirsten Anne**, Rafal on **Hine Moana**; Paul and Bonnie Mikos on the big ketch **Sea Venture**; Brian and Lin on **Difda**; Roger and Kathy Franklin on the Annapolis 44 **Chariot**; Duffy and Shelly Aldrich, and Dar and Gary Davis on **Star of Denali**; Ross and Jo McLuenna with **Corazon de Oro**; David Ria Morz, and Chris and Sharon on **Venturosa**. **Corona Borealis**, **Keo-Keoni** and **Escondida** are possibles.

The **Europa '92 Around the World Rally** got underway as scheduled from Gibraltar on January 6, report Richard and Lona Wilson of Modesto, who were on hand to witness the start. Thirty-one yachts departed with the main group, including Ray and Janet Lotto's **Baltic 42, Hypathia** from the St. Francis YC. Another 10 to 12 entries are expected to join the race along the way. This includes the Wilsons, who will be starting from San Diego on April 6 for the Marquesas — the same day the majority of the fleet leaves the Galapagos for the Marquesas. Former owners of a **Ranger 26** and the **Santana 35 Capital Gains**, the Wilsons will be racing their **Stevens 47, Kite**. The fleet will make approximately 15 more stops after the Marquesas, before finishing in Gibraltar in the summer of 1992. The Wilsons report they were "treated like royalty" while in Gibraltar and are "more eager than ever to start". Other notables on hand included the **Princess of Tonga**, whose kingdom is one of the stops along the way. **Europa '92** is the work of Jimmy Cornell, who also founded the Atlantic Rally for Cruisers (ARC).

Payback isn't always a bitch. When Jim Rego's San Francisco-based 50-foot ketch **Velero** left Discovery ('Disco') Bay on November 4 for Mexico, she was escorted for the first several hours by a number of ski boats. According to JoAnn Rego, it was because the big ketch had served as mother ship to the ski boats during the two years she was being fitted out in the Mildred Island area.

JoAnn reports that the Cabo to Mazatlan leg was the best sail they've had to date. While she's returned to California to work, the captain and crew — which sometimes

includes son Jim from Cal Poly, San Luis Obispo — have enjoyed daysailing Mazatlan with locals, vacationers and some "special waiters from Senor Frog's restaurant". As of early February, **Velero** and crew were in Z-town, waiting for a crewman to be certified for scuba before sailing on to 'Poco'. 'Poco'? Well, we suppose it's a cut above 'Aca'.

On the Freya front, Tee Jennings of Inverness reports that her good friends Beau and Annie Hudson of the Sausalito-based Freya 39 **Lionwing** have crossed the Indian Ocean and thoroughly enjoyed cruising South Africa. They've now left Hout Bay near Capetown for Brazil and the Caribbean via St. Helena and, if the roadstead is calm, Ascension.

As for Tee and husband Roy, recent recipients of the Bluewater Cruising Medal, they spent the last season sailing their much-traveled Freya 39 **Foxglove** from England to Gibraltar, Spain, the Balaerics, Sardinia, Sicily, Italy and Yugoslavia. While Roy, a former pilot with American Airlines, prefers less crowded areas — such as Cape Horn — he nonetheless enjoyed the Med, accepting it for what it was. Yugoslavia was a popular country with both the Jennings, even though the Serbs and Croats were squabbling about something. **Foxglove** was on her way to Greece, Turkey and a southbound passage through the Red Sea when Saddam's men marched into Kuwait. Believing discretion to be the better part of valor, **Foxglove** was hauled out at a yard in Italy's Gulf of Toronto for the winter. The yard is reported to be a good one; with the haul-out and seven-month storage coming to just \$1,400, the

price seems right.

The United States Army Corps of Engineers has issued a permit allowing the state of Hawaii to install approximately 360 moorings at what once had been the **Keehi Lagoon** anchorage. The Corps decided that a more organized anchoring/mooring system was in the Public Interest. Many mariners agree; some do not. The project will nonetheless continue in three phases that will ultimately result in 226 two-point moorings and 136 single-point moorings for vessels between 30 and 65 feet in length. None of the swing circles will be allowed to overlap. The Corps permit calls for a review of the mooring field after one year to determine if further changes are necessary. If deemed necessary, changes would have to be effected within six months.

Russ and Janet Shortreed of the **Kismet 34 trimaran Elora** from Victoria have been having a lot of fun with animals while cruising Mexico this winter. Shortly after leaving the too rolly anchorage at Isla Isabella to head for San Blas, they came across a bunch of whales who spent about an hour breaching. That's when Janet captured this exciting shot. Sure that was exciting fun with animals, but the experience she won't forget is when she went shopping for a nice juicy ham in La Paz. When she got back to the boat and unwrapped the package on the saloon table, she found a pig's head, eyes and all, staring back at her. It was enough to make a vegetarian out of anybody. The Shortreeds have been out seven months and have another year left on their cruise. Unlike many recent cruisers, they really enjoyed their stay in Cabo.

Just a reminder, the dates of **Sea of Cortez Sail Week** are April 14 thru 21, with all the action starting in La Paz. Be there or miss out on a great time.

CLASSY CLASSIFIEDS

Ads taken through the mail
or in person only.

*Sorry, no ads accepted
over the telephone.*

Money must
accompany ad.

No Classified billing.

Check, cash or Money
Order - No Credit Cards.

*To re-run an ad, simply send
in a copy of the ad with your
payment by the 18th of the
month prior to publication.*

PERSONAL ADS

1-40 Words: \$20

41-80 Words: \$40

81-120 Words: \$60

*Personal Property:
Help Wanted*

BUSINESS ADS

\$45 for 40 Words

Maximum

Services: Charters:

1 Boat per Broker:

Business for Sale

DEADLINE:

18th of the month prior to
publication, even if it falls on
a weekend and/or holiday.

*Sorry, but due to a tight
deadline, we cannot
accept changes or
cancellations
after submitting ad.*

\$3.00 for postage and
handling for individual
issues requested.

Mail To:

LATITUDE 38

P.O. Box 1678, Sausalito, CA 94966

Attn: Classified Dept.

Or Deliver To:

15 Locust, Mill Valley, CA 94941

DINGHIES, LIFERAFTS AND ROWBOATS

91/2 FT SAILING PRAM DINGHY. Wooden Boat
Nutshell design. West/marine plywood construc-
tion. Spruce spars. Dacron sail. New. \$2,200.
(415) 388-0900.

13-FT BOSTON WHALER, Super Sport, 35 hp
Johnson, trailer, many extras, great condition. A
steal at \$3,500. (415) 854-7777.

16-FT GLOUCESTER GULL fiberglass lapstrake
sliding seat rowing dory. Traditional lines - mod-
ern exercise - very stable. 8-ft oars/cover. Solid
value at \$750. Metzler 13-ft Juca inflatable. Rigid
inflatable floor, great for towing/rowing. Old but
serviceable - takes 10 hp. \$300. (415) 232-3124.

ACHILLES 4-MAN DINGHY. Deluxe model DT-
4 (9'5"). Wood floor & seats. Motor mount for up
to 3 hp. Carrying case & all accessories. New
condition. Cost \$755, sell for \$500. Call Vern
(408) 236-3824 (v msg).

13'6" SUNFISH SAILBOAT, portable fun for lake
or bay, \$350. 11'6" F/G skiff, good hull but needs
minor work, \$75. Call Judd (408) 624-7643 (after
10 am).

AVON 6-PERSON OFFSHORE LIFERAFT,
\$1,800. Also Monitor windvane & accessories,
\$1,300. Both 1 yr old & in excellent condition. Call
Bill (408) 426-9269.

8-FT SAILING DINGHY. Montgomery, fiberglass,
oars & Dacron sail, like new, used once. \$799 b/
o. Call Maureen (415) 744-4521 (days), (415)
933-7825 (eves).

"JESTER" SAILING DINGHY. 8-ft, fiberglass,
with built-in flotation, alum. mast & boom. Sail in
new condition. A clean, fast, beautiful looking little
boat. \$450. (415) 457-5312.

10-FT FIBERGLASS DINK (same hull as
Montgomery) w/complete sail kit, \$1,250. El Toro
2459 MF - new spar, sail & rigging, \$350. 3 hp
British Seagull w/reverse, \$300. (415) 683-0801
(days).

DORY, BANKS TYPE. Plywood with mahogany
gunwhale. Sweeps & rowlocks. Boat has never
been in the water. Always stored inside. \$375.00
firm. (415) 552-3939.

CLASSIC 14-FT BLUEJAY, 1965 (like Snipe).
Garaged for 20 years, good condition, all wood
with bronze fasteners and hardware. Spruce
mast & boom, good sails, Lil Dude trailer. \$900. 3
hp Seagull longshaft, just tuned, runs great! \$450.
(415) 233-5065.

13-FT GORDY NASH Chamberlain dory skiff.
Glass hull w/mahogany trim. Brand new. Great
for rowing or daysailing. (415) 323-3887 (work).

24 FEET & UNDER

MACGREGOR 21-FT, 1970. Fiberglass sloop,
1,135 lbs light, fast, cabin sleeps 2 comfortably, no
galley. Swing keel, with trailer, save slip fees, park
in your yard. \$1,950. With 4 hp o/b which needs
minor work, \$2,300. (415) 934-4708.

CAL 2-24. Very good condition, 4 sails, Evinrude
6 hp. Good, fast, safe bay boat. \$4,000 b/o. Call
Mike (415) 383-5060.

SAILORS CHOICE 24-FT WYLIE WABBIT on
trailer in excellent condition with Pineapple sails.
Two sets of sails & many extras. Would consider
delivery. \$8,995. (303) 368-9023 (eves).

VICTORY 21 OWNERS - '91 National Regatta at
Millerton Lake, CA, May 25 & 26. Tune-up Re-
gatta, May 4 & 5. Storage, slips, & boats available.
Jib & spinnaker classes. Scott (209) 436-0512 or
Chuck (209) 297-7682 for more information.

US 22 F/G SLOOP, 1982. Johnson 8 hp deep
shaft o/b w/cockpit controls, galley, porta-potti,
VHF, inflatable dinghy, etc. Delta berth. \$4,500
b/o. (209) 748-5721.

ERICSON 23-FT, 1975. (Last yr. made). Fixed
keel, outboard, Marine radio, speedo, galley, toi-
let, main & jib. Good condition, sleeps 4. \$4,000.
(415) 846-8991.

CATALINA 22, 1972. Swing keel, 6 hp o/b, VHF
radio, new cushion covers, head, curtains, main-
sail cover, Coyote Pt. berth, extras. \$3,500. (415)
792-8036.

24-FT SEA RAY, 1978. Twin engine, fly bridge,
pressure water, refrig. VHF, depth finder, stereo,
tandem trailer, low engine hours. \$13,950. (415)
563-3016.

LIGHTNING #3218. 19-ft. Beautiful wood finish,
vertical mahogany. Tandem trailer. Main, jib,
spin. 3 hp o/b. Classical old boat. 2 small children
& another on the way. Hate to sell but have no
choice. (707) 937-2005 (eves).

HOBIE CAT 16, trailer, cover, good condition.
\$1,300 or trade for Laser. Glen (415) 689-8217.

TANZER 22. Very clean, 4 sails great shape, 5
winches, Navco Tiller Pilot, 6 hp Johnson Sail-
master, stove, porta-potti, 2 anchors, more... Two-
boat family, must sell. Call Marcus (408) 954-
2269 (days), (415) 873-3989 (eves/wknds). \$5,000
b/o.

CATALINA 22, 1973. Swing keel, pop-top, dodger,
9 1/2 hp o/b Evinrude, tandem trailer with extend-
able reach, porta-potti, VHF radio, sleeps 4, di-
nette converts, life jackets, Alameda Marina.
\$3,800 b/o. Call Bob (408) 257-9064.

SANTANA 22. Race winning boat in excellent
condition. One season on new North main & jib,
spinnaker rigged, North tri-radial, 2 extra sets of
sails. Upwind Berkeley berth, many extras. \$4,500
b/o. Call John (415) 652-0828.

C & C 24. Absolutely, positively the best all
around sailboat in the 26-ft & smaller size range.
C & C quality. Fully equipped for racing, cruising,
day sailing, etc. Shows like new. Must sell. Call
for equipment list. \$7,950. All offers considered:
(415) 892-6308.

MUST SELL, NEW BOAT ORDERED. Catalina
22, 1975. Swing keel, galvanized trailer, 4 sails,
6 hp o/b, porta-potti, VHF radio, AM/FM cassette,
sleeps 4, dinette converts to full size bed, original
gelcoat, excellent condition. \$3,900 b/o. (707)
442-6691.

O'DAY RHODES 19. Fixed keel, custom EZ
Loader trailer, main, jib, & spinnaker, o/b motor,
rigged for single-handed, fast & fun. \$1,500.
(415) 293-8067 (days).

NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively

1. Boat Remains in Berth
2. Owner's Presence Not Necessary
3. Eliminate Deviation

Dick Loomis

(415) 453-3923 days or eves.

FRANK SAYRE - SHIPS CARPENTER

Specializing in dry rot repair, restoration, interior design

Reasonable rates • References • Reliable

18 Years Experience Serving the Bay Area

(415) 383-4407



BOAT LETTERING

*Beautiful, long lasting & reasonable priced.
Call for our convenient order form.*

(415) 452-3608

JACK MACKINNON

ACCREDITED MARINE SURVEYOR

MARINE SURVEYOR, APPRAISER

(415) 276-4351

COLUMBIA 22. Berthed at Coyote Point (11-J). Extra sails, Evinrude 4.5, porta-potti, sink (removeable), sleeps 4, stainless steel keelbolts, new forestay. Everything is in good shape. \$2,600. (303) 751-0977 (Denver, CO).

RANGER 23, great bay boat for racing/cruising. O/B, VHF radio, lifelines, Sausalito berth. Like-new C-cut North spinnaker, new North 155% genoa, North main with long battens, storm jib. This is a sturdy boat & fun to sail! \$6,500. (415) 454-7316.

21-FT VENTURE. Light, comfortable, unsinkable daysailer, or weekender. Fin keel, North sails, Harken blocks, many more upgrades. \$1,550 includes trailer & 4 hp Johnson o/b. (408) 247-8879.

RANGER 23 on double axle trailer. Excellent bay boat & pocket cruiser. Good shape w/many sails including 2 spinnakers. Outboard, porta-potti. Can be seen in southern Marin. \$6,500. Call Dave (415) 332-1761 (days), (707) 874-1424 (eves).

J24 "IN SEARCH OF EXCELLENCE" Fared keel & hull, recently painted. New mast & lots of North sails. Racing deck layout, VHF, trailer. Excellent value for money. \$11,000. Call Bob Cramner-Brown (415) 326-4886 (days), (415) 961-8930 (eves).

BANK REPO, 1983 22-FT MACGREGOR sailboat & trailer, 7 1/2 hp Honda o/b. Accepting sealed bids. For more info. Ken (707) 252-2799.

VANGUARD 420 (13'9") - 1981, US 41658, Harken race equipped. Z-spär boom & mast. Richie compass, extra jib, main & centerboard. Includes spinnaker, trapeze harness, Vanguard top & bottom canvas, & trailer. Great boat to learn on. Asking \$2,400. (415) 348-1681 (home), (415) 859-1955 (work).

CAL 20 - S.F. Marina berth - Gashouse Cove. Full gear. 6 hp o/b. 3 jibs, 2 mains, spinnaker. Cockpit cushions & other extras. \$3,650. (415) 664-2801 (home), (415) 981-2594 (days).

20-FT BAY LADY, double-planked, mahogany sloop. Built 1958, 2 suits of sails, Johnson 6 hp o/b. New cabintop. 18-ft Dunphy Condor, C/B, 6-ply mahogany sloop. Built 1948, 2 suits sails, on trailer. Move forces sell. \$3,500 ea. b/o. (707) 829-5644.

SANTANA 22. Excellent condition, 6 sails including spinnaker, Johnson 6 hp, new linear polyurethane paint on hull & topsides, 3 anchors, compass, new cushions, lifelines, pulpit, much more. Berkeley berth. \$5,000. (313) 662-9821.

ENSENADA 20. Nice condition, 3 sails, whisker pole, swing keel, 1989, 6 hp Yamaha o/b, full cover, head, sink, anchor, ladder, running interior lights, safety equipped, much more. Ready to go. \$3,200. Call Mike (415) 426-0431.

24-FT PEARSON. Full keel. Auxiliary rudder-type self-steering vane. Rigged for single-handling. VHF, RDF, MOB gear. Gimballled stove. 4 headsails. Needs some TLC. Emeryville. \$4,900 b/o. Call Ed (916) 361-7100, (916) 983-4316.

RANGER 23, good condition w/Evinrude 6. Bottom painted Oct. '90. North sail inventory includes main, 90, 130, & spinnaker. Extra equipment, VHF radio, depth sounder, life lines. \$6,900. (415) 799-0448 (lv msg).

GRIFFITH 23, 1960. Full keel, 8-ft beam, fiberglass over marine ply, 3/4 rig, \$3,500. Islander Bahama 25, full keel, fresh bottom paint, with 120, 135, 145 & main, \$6,500. (415) 468-4339.

SANTANA 22, excellent condition. 6 hp Evinrude, spinnaker, race ready, many extras, \$4,800. With S.F. Gashouse Cove berth, \$5,800. (415) 481-5522.

24-FT COLUMBIA CHALLENGER. Full keel masthead sloop. Great rig, sails, VHF, o/b. Perfect for S.F. Bay. Two-boat owner, must sell. \$4,000 b/o. Call Chris (415) 848-0180 (days), (415) 233-0789 (eves).

PEARSON ELECTRA 22'6". Full keel, 2 sets of sails, 6 hp o/b, anchor, lifejackets, sleeps 4, great bay boat, ready to sail. Sausalito berth. \$3,000. (415) 386-1059.

BEAR BOATS: 23-FT SLOOPS. Designed & built in Sausalito. Active fleet, great association. Hull #1, 1938, active racer, recent survey, full cover, outboard, 2 sets sails w/spinnakers. Move to Australia forces sale. \$7,900. Hull #13, 1938, active racer, outboard, new sails, rigging, excellent condition. \$8,500. Hull #28, 1942, recent season champion, new outboard, 2 sets sails, needs attention, belongs to association, will only lease, must be raced, call for details. Paul Zupan, Secretary, 331-0812.

LOA 17, British-built North Seas boat, solid, great bay sailer, safe, dry family boat, sleeps 2, recently refitted, excellent condition, many new accessories, new Evinrude long-shaft outboard, 3 sails, tilt trailer (new tires, lights & harness), moving up, worth \$3,900, sacrifice at \$3,100 b/o. Call (415) 426-7860.

LOVE LAPWORTHS? Want a boat like *"The Dove"*? Here's your chance! Lapworth 24, classic racing/cruising sloop. Bay champion. Super-reinforced hull. Needs cosmetics. Evinrude motor, sails, etc. San Leandro berth. Sail for a song! \$3,495. (408) 295-4469.

23-FT STONEHORSE. Legendary full-keel pocket cruiser by Edey & Duff. For lovers of traditional lines & sweet sailing craft, it doesn't get better than this! Check out the competition, then come for a sail. \$13,500. (415) 567-6775.

O'DAY 222, 1986. W/trailer. Unbelievable equipment list & extensive upgrades, outfitted for family cruising/PHRF racing, impressive itinerary/race record, excellent trailerability for first time owner, exceptionally maintained, must see to appreciate. \$8,500 b/o. Call (415) 797-5325.

21-FT BUCCANEER. Low maintenance, lots of room, extra sails. Set for single & short-handed coastal cruising. Berthed in Emeryville. \$3,400/ all offers considered. Call Cosmo at Silver Streak (209) 299-8293 (lv msg).

MERMAID 20'6" Danish-built Lapstrake full keel sloop. Rebuild nearly complete, boat is out of water. Needs very little work & is in excellent shape. Price & terms are negotiable. Dedicated owner & good home first consideration. (415) 552-3939.

ERICSON 23 with custom trailer. Fixed keel, 6 sails, outboard, VHF, mahogany interior with galley, weather instruments, oil lamp, compass & more. Sleeps 4. \$1,200 recently invested in custom hatches. This rig is a steal at \$4,400. (415) 989-6817.

21-FT. 1964 Sidney sloop, 6 hp SailMaster o/b, sleeps 4, fiberglass on plywood, good shape. \$1,600. Martinez Berth. (707) 745-1133.

CATALINA 22. Well-kept '78, ext. tongue trailer, 5 hp o/b, VHF, depth, knot, AM/FM, 4 sails, other extras. \$4,500. (916) 777-5688.

SANTANA 20. A race-winner at nat'l. level. Knotmeter & compass. Faired keel. Full Jotz inventory, 2 spinnakers, trailer. A clean freshwater boat. \$4,750. (916) 221-7662.

24-FT RAINBOW F/G SLOOP, Sparkman Stephens design. Sleeps 2, Marine head, 7.5 hp o/b, & trailer. \$3,250. (408) 629-1682.

PEARSON 23, 1983. Cat Rig boat, free standing mast, large cabin. All the necessary equipment for comfortable daysailing and weekend trips. Freshwater sailed until December, now at Brisbane. Will accept Laser II/similar boat as partial payment. \$7,000 b/o. Call Greg (415) 964-3778.

CAL 20. Red hull, white topsides, epoxy bottom, split backstay, upgraded winches, VHF, ground tackle, etc. \$2,500. Trailer, \$500. Call Alan (415) 424-1154 (eves), (415) 574-6601 (MWF, 10-11).

25 TO 28 FEET

FRIENDSHIP SLOOP 25-FT. Classic gaff rig design by Howard Chapelle, 1983 cold molded hull, Master Mariner winner last 2 years, sleeps 2, galley, head, o/b, teak trim, large cockpit, great sailing boat. \$7,500 b/o. (415) 647-5257 (eves).

PEARSON 28-FT, 1986. Great bay cruiser, excellent condition, fully equipped, main, 2 jibs, Lewmar winches, dual batteries/charger, dodger, stereo, radio, AWI, WS, KS/og, DS, diesel, wheel steering, hot water, shower, sleeps 6. Sausalito berth. Assumable loan. \$40,000. Call (415) 331-8366.

CONTESSA 26, 1978. The Folkboat improved. Strong & clean sloop built to Lloyds specs. Sleeps 4. VHF, Fatho, Log & AM/FM. Custom heavy dodger with stainless frame. New 6 hp o/b with under 20 hr. Epoxy bottom in '84 & hauled every year. Over 6 K in inventory & upgrades & includes heavy dual axle trailer for asphalt cruising. \$13,000. Call Tom (415) 522-8759.

CATALINA 27, 1975. Very clean. Refurbished in 1989. Epoxy bottom, new o/b & dinghy, newly rigged, lines led aft, Harken roller furl & self-tailing winches, new jib, VHF, stereo, autopilot, surveyed, Sausalito. \$11,900 b/o. Will finance. (415) 491-0825.

SAN JUAN 26, 1983. Excellent condition, 10 hp Honda motor, furling jib, trailer included. Seldom used, has never seen saltwater. Terrific cruising, lots of fun, fast, comfortable, easy to sail. Surveyed \$12,000, asking \$10,000. Call Bill (415) 752-0819.

CATALINA 25, 1987. Fixed keel, trailer, Honda 10. Most factory options, plus shore power, roller furling jib, ST winches, DS, KM, VHF. Rigged for single-handling. Little used, nice condition. Located Richmond Marina. \$14,500 firm. Call (707) 528-9133.

26-FT INTERNATIONAL FOLKBOAT - Ready to sail away! Sleeps 4, 1990 5 hp Mercury o/b, 2 mains, 4 headsails, new mainsail, & teak covers, new interior cushions, Electrasan head, compass, KM, DS. Great bay boat! \$6,500. (415) 235-9118.

BRISTOL - ALDEN DESIGN 25-FT, 1971. Beautiful, mint cruising little marvel ideal for the ocean & the bay is awaiting new owner in Oakland. Excellent shape, just surveyed. Comfortable teak decorated interior, full set of sails, sleeps 3. Fully working electronics, etc. 15 hp Evinrude outboard. Must sell due to travel. Asking \$11,000 b/o. Call Zeke (408) 353-4254, (408) 267-3554 (preferably eves).

CORONADO 25. Sleeps 5, roomy, Autohelm, recent motor overhaul, full keel, VHF radio, stove, head, anchors, sink & icebox, etc. Vallejo berth. (707) 557-6879.

C & C 25, 1974. New North sails fall '89, 2 spinnakers, 150 & 130, staysail, VHF, signet, DS, WP, WS, KM. Navico autohelm. Much more, this boat is in excellent condition. Steal it at \$6,000 b/o. Call Ron (707) 557-5671 (h), (415) 642-4971 (w).

PACIFIC SEACRAFT ORION 27, 1983. Beautiful world cruiser fully outfitted & ready to cruise. Radar, VHF, depth, knot, refrigeration. Full sail inventory, windlass, dodger, autopilot, wind vane. \$45,000. (408) 247-3560 (eves).

CAL 25, 1973. Excellent condition, 7 sails (3 new), 6 hp Evinrude, deluxe teak interior, sleeps 4, pop-top, galley, marine head, 2 anchors, VHF, stereo, life lines. \$6,500. (415) 594-9259.

ERICSON 27, 1973. Excellent condition, fully equipped, 3 jibs: 90, new 120, 150; spinnaker, Autohelm, VHF stereo. \$16,500. (415) 521-7049.

COLUMBIA 26 MKII. Fun family cruiser, comfortable, dry & easy to sail with hot pink & blue full batten, self-tending jib, & full batten main. Also 110%, 150% & stock main. Sleeps 5. \$10,000 b/o. Will consider trade for larger boat/RV. (415) 523-9011.

Harriet's Sail Repair

771-8427

2041 Taylor St SAN FRANCISCO

SAIL THE SAN JUAN ISLANDS

Charter a Passport 40 Sailboat

Fast, comfortable 40-ft sloop, dinghy, dodger, full instrumentation, roller-furling headsail, two private staterooms, head w/shower, refrigeration, VHF, stereo, propane stove w/oven, and much more. Call George (206) 821-1208

Fresh Milk-Problem On Your Boat? Real Milk-Problem To Your Body?

SWISS WHEY D'LITE

No Cholesterol • Low Lactose • Low Calories • Low Cost • Great Taste!
Long-term Storage Capability • Samples at Alameda Boat Show
Contact SWISS FARMS (415) 536-9759

BOAT REFRIGERATION

Save 60% of cost! Do-It-Yourself!

Parts, systems and designs. Send for FREE catalog:
Kollmann Marine, Inc.

2430 Sugarloaf Lane, Fort Lauderdale, FL 33312

NORSEA 27-FT. \$30,000 or trade-up to 32 to 36-ft cruiser, also in good condition. (707) 865-2739 (eves).

LANCER 28 - shoal draft keel w/trailer. Excellent condition - sleeps 6, electric head, alcohol stove, 10 hp Honda, autopilot, depth sounder, knotmeter, many extras. Owner willing to finance or trade for real estate. \$13,000. (916) 966-3393.

HAWKFARM 28. Competitive SF-YRA one-design fleet since 1977. Affordable, durable, & fun. Boat & sails in excellent condition. \$19,500. (707) 257-3577.

EXPRESS 27, 1983. Red with sand colored deck, proven race winner. Pristine condition, fully equipped, 10 sails, Loran, knotmeter, solar charger. O/B 2.5 hp Suzuki, VHF/FM radio, 2 Suunto compasses, new V-berth cushions & many extras. \$18,000. (818) 981-4681.

CANADIAN SAILCRAFT - 27-FT SLOOP. Great condition, Yanmar diesel, roomy teak interior, alcohol stove, AM/FM cassette stereo, VHF radio, custom table, brand new porta-potti. Dual head foil, 3-sails, depth sounder, knotmeter. Must sell. \$17,000. Call Jim (415) 329-8718. Berthed in Alameda.

TARTAN 26. Bristol condition, new Yanmar diesel, Loran, VHF, RDF, DS, main & 3 head sails, sleeps 4, enclosed head, large icebox, new upholstery, rigged for single-handing, perfect for bay cruising. Emeryville berth. \$12,000. Call (415) 237-1458.

HUNTER 27, 1980. Excellent condition, fin keel, diesel, wheel steering, 4 sails, VHF, Datamarine Digital KM, log, DF, stove, teak sole, 8 opening ports, internal halyards led aft, fast, roomy cruiser, Alameda. \$14,000 b/o. (415) 932-4846, (415) 865-1011.

BRISTOL SLOOP, 27-FT. Full hull, heavy-duty rigging, Barent winches, 3 jibs, spinnaker, VHF-radio, compass, knotmeter, sink/stove, good shape, excellent bay boat. \$6,900. Call (415) 794-3385.

CATALINA 25, 1981. Excellent condition. Come see, she's been well kept. Fixed keel, epoxy bottom, pop-top with cover, tall rig, 9.9 hp Chrysler with electric start, new batteries. Richmond berth. Priced to sell. \$8,500. Make offer. Call (408) 335-2918.

CORONADO 27. Well maintained, immaculate condition, Merc. o/b 9.5, 3 sails, VHF, compass, electronics, Coyote Point berth. Must sell. \$8,000. Sail away a bargain. Call Jack (415) 348-2229.

26-FT PEARSON 1979. Recent new addition: mainsail, halyards, secondary winches, boom vang, all lines aft, double life lines, autopilot, compass, AM/FM stereo, aft pulpit, ladder. Other equipment: spinnaker, 150% genoa, working jib and more. Perfect bay boat - first boat. Bristol condition. \$8,500. (415) 435-7455.

ALBIN VEGA 27-FT quality Swedish offshore cruiser. Exceptional condition. Yanmar diesel, many upgrades. \$18,500. (707) 525-9509.

CATALINA 25, 1982. Fixed keel, 7.5 hp o/b Honda, 2 bat., VHF, DF, compass, bat. charger, main, jib 110 & genoa 150, all safety gear. Mint condition inside & outside, hauled out & bottom painted in Feb., 1990. Interested in using as down payment for the proper 30-footer. Call Bernard (707) 252-6711 (days), or (707) 255-4609 (eves & wknds). Priced to sell @ \$11,000.

CATALINA 27, 1984. New epoxy bottom, 14 hp diesel, wheel steering, dodger, VHF, 2 speed winches, lines aft, autopilot, 110, 150, KM, depth, stereo, CNG stove w/broiler & more. \$19,900. (415) 933-9874 W.C.

BRISTOL 27, 1968. Classic Alberg designed full-keel sloop, perfect for the bay. Five sails (incl. new North 167% genoa, good Hood main, 2 jibs & spinnaker). Datamarine depth & knot. 6 hp Evinrude. Full headroom, enclosed head. (415) 456-3314.

27-FT MOTORSAILER, double-ended Finnish-built 1971, Volvo diesel, fiberglass with wood pilothouse, radio, depth finder, folding mast, 3-ft draft, good bay/delta boat. Needs woodwork finished, engine repair. \$4,900 b/o, must sell. (415) 891-9157.

ISLANDER 28, 1982. Yanmar diesel, excellent bay boat, mint condition, furling jib, VHF, auto bilge pump, jiffy reefing, auto battery charger, Lewmar winches. Priced for quick sale. \$21,500. Call Joel (415) 939-4242, 672-6586 (eves).

27-FT CATALINA 1985. Excellent condition - like new! Honda 10 hp outboard remote control. VHF, depth, 110 jibs, all lines aft, shore power. Water pressure & self-container. New bottom paint. \$16,500 b/o. (408) 246-6913.

CORONADO 25. Six sails, 9.9 hp o/b, AM/FM cassette, much more. Lines led aft. Sailed often, well-maintained. Must sell - we bought a bigger boat & can't afford two! \$4,500 b/o. Call (415) 278-9391.

ERICSON 27, 1979. Excellent condition, ready for Opening Day! Full headroom below, enclosed head. Wheel steering, Atomic 4, self-tailing winches. New full-batten Sobstad main & foam-luff 110 jib, North 140 genoa, Harken roller furling. New depth, knotlog, autohelm, VHF, & cassette deck. Cockpit cushions & covers. A great performer at \$19,500 b/o. (415) 343-7611.

CATALINA 27, 1971. Excellent condition, resin rich, Johnson 10 hp o/b - '89 - electric start. DS, VHF, 2 jibs, 110 volt shorepower. Custom-made teak dinette table & hinged main hatch. \$8,200. Call Kate (415) 236-3700.

ERICSON 27-FT, 1978 SLOOP. Excellent condition, wheel, Yanmar diesel, new AM/FM cassette stereo & VHF, depth, knotmeter. \$14,900. Call Doug (415) 254-9756 or Miles (415) 930-7371.

PACIFIC SEACRAFT 25-FT DOUBLE ENDER. Great pocket cruiser/coaster, rebuilt diesel, (Jan. 91), 4 tanbark sails (new main cover), very, very clean. \$18,500 firm. (707) 745-3471 (after 7 pm or lv msg).

RANGER 26, 1974. Great bay boat. 2 mains, 3 headsails, spinnaker, 6 hp motor. All lines led aft. \$9,500. (415) 521-2459.

BAJA READY: S-2 26-ft. Diesel, aft stateroom with double bed, 6-ft + headroom. New electronics, Benmar autopilot, dodger, speedometer-log, Avon, new o/b. Pages equipment. More living space than most 30-ft. Price includes heavy-duty trailer. All Bristol travel ready. \$23,950. (415) 687-5239.

CHEOY LEE OFFSHORE 27. New Awlgrip paint, new digital KM, log, DS, VHF, Tillermaster autopilot, Monitor windvane, Volvo 18 hp diesel, cutter rigged, roller furling genoa, dodger & canvas, teak decks, 2 anchors w/50-ft chain & 200-ft rode on each, all teak interior. Extensive custom electronics. Our family has outgrown this beautiful boat. Now 2-boat owners, we must sell. \$18,500 b/o. (415) 924-8398 (lv msg).

RANGER 26. 7 sails including spinnaker & gear, VHF, KM, DS, compass, 2-speed winches, 10 hp outboard, new cushion & sail covers. Proven racer, comfortable cruiser. \$6,500. Call (916) 684-1723.

"SUMMERTIME DREAM" - 26-ft Schumacher custom racer. Trailer, 19 bags, rod rigging, etc. Will even sell crew with the boat! Owner financing available. Hurry - Vallejo Race is May 4-5. \$10,500. Call Rob (415) 383-8200 (w), (415) 331-3134 (h).

S.O.S.! 1979 25-FT O'DAY. Must sell, \$7,000. My partner died & I can't afford to carry. Payoff my loan & she's yours. Good condition, Emeryville berth. Like new. Yachtwin o/b, 150 jib. Call Frank (415) 285-5920 (eves).

MACGREGOR VENTURE 25 - trailer, 1989 Johnson 8 hp, 3 sails, pop-top dodgers, pulpits, inflatable boat set, potti, vang, KM, compass, bell, cushions in/out, jiffy reef, navigation lights, USCG, lots more. Fun starter/bay/lake boat. \$6,000. (415) 938-6235.

HELP, I'M MOVING, MUST SELL beloved Islander 26. Immediately sell to good home for \$10,000, worth \$19,000. Too many extras to list, call here first, first sailor with money gets to keep it. Complete maintenance records. Call Steve (408) 268-4195.

MERIT 25, 1980, "RAGIN CAJUN". Black - 2 spinnakers, Mylar/Kevlar racing sails, Dacron cruising sails, knotmeter, compasses, trailer, kept in warehouse first 5 years. Dry epoxy bottom, best hull in fleet. \$13,000. (415) 526-0403.

CAL 2-27, 1975 w/diesel, 2 mains, 3 spinnakers, 5 headsails, new headfoil, Trimble Loran, full MORA gear & delta cruising gear, recent engine work, new topsides paint in 1988 - the list goes on. \$20,500. (415) 825-2969 (eves).

HAWKFARM 28-FT ACTIVE one-design fleet. A fun boat to race or just daysail. Designed for S.F. Bay sailing. For sale or just charter for racing season at reasonable rates. Call 937-7224 for more information.

ATKIN-DESIGN 28-FT LOA gaff cutter. Custom-built by Dean Stephens, 1979. Cedar on oak, bronze fastened. Ironbark Kelson, lead keel, bronze bolts. Cedar, fir, walnut, oak, pine trim & finish. Volvo diesel, tanbark sails. Cozy wood interior, beautiful throughout. \$13,500. Call 332-9231.

CUTTER 26. Classic design, 1968, diesel eng., optional outboard eng., full galley, including extinguishers, lifejackets, sail, VCR & TV. \$2,500. Slip avail., including electricity, water, \$100/month. Call Bill or Nick (415) 456-1600.

RANGER 26-FT. Cruiser/racer with all the goodies. 5 bags sails including spinnaker, compass, DS, knotlog, VHF & AP. Full galley with sink, stove & ice box. New Nissan 8 hp with cockpit controls. All lines aft. \$7,500, financing. (415) 864-2902 or (415) 461-7072.

CHEOY LEE FRISCO FLYER, 26-FT. Teak 1958, diesel, VHF, stereo, depth sounder, compass, CQR w/chain, Danforth, propane stove, good shape. 5 yr owner bought older, larger, wooden boat. \$7,000 b/o. (415) 377-0875.

CATALINA 27, 1975. Tall rig, club jib, autopilot, Honda 7.5 o/b, wind curtains, Pineapple sails, Danforth deepset anchor, depth finder, compass, has some blisters, otherwise excellent. \$8,000 b/o. (916) 482-0820.

CATALINA 27-FT, 1973. Inboard, new tall mast, rigging, two jibs, mains, beautiful interior, cockpit cushions, VHF, knot, depth. \$12,500. Call (209) 522-1508.

CHRYSLER 26, 1977. Excellent condition. New bottom, 9/90, club jib, 110, double reefed main. VHF, stereo, depth, new 8 hp Nissan. New interior, standing headroom, sleeps 5, stove, sink, head, anchor. Clean, well cared for. \$6,900. (209) 951-4816.

27-FT BALBOA SAILBOAT with trailer. Inboard diesel, standing headroom, sleeps 6, head, galley & instruments. \$17,500. (916) 283-3218, (916) 836-2682.

ERICSON 27, 1979. Beautiful boat in top condition. Race ready or cruise. 5 sails, main plus 150, 110, 80 & spinnaker. All lines led aft, wheel steering, Atomic 4 inboard. VHF, knot/log, wind indicator. Great value at \$16,500 b/o. Call (916) 878-1672 (late afternoons, eves).

PEARSON TRITON, 28-FT. New rigging, looks good, clean, depth sounder & fish finder. Extra sails & spinnaker, full keel, sleeps 4, inboard gas engine, Atomic 4 runs great. Must sell, make reasonable offer. Call Wendy (415) 673-9321 (lv msg).

COLUMBIA 28, 1968. Standing head room, enclosed head, V berth, dinette, galley, standing rigging, main, jib, Jenny 2 yrs old, Atomic 4, depth, knot, ground tackle, great starter boat for bay cruiser. \$10,000 b/o. Berth in R.R.C. Call (415) 593-7617.

FERRARI BOATWRIGHT SERVICES

All marine woodwork.
Full shop and mobile services.
Dry Rot, Planking, Spars, Interiors Designed & Built.
453-5051

DONRU MARINE SURVEYORS

Serving the Central Coast and Bay
32 Cannery Row, Monterey, CA 93940
(408) 372-8604, FAX (408) 373-2294

THE JOURNEYMEN

✓ Major & Minor Repairs
✓ Systems Installation
✓ Electrical & Mechanical

A COMPREHENSIVE
SERVICE FOR
YOUR FINE YACHT
(415) 461-5487

✓ Certified Diesel Mechanic
✓ Wood & Glass Fabrication
✓ Marine Finishes

PLANNING ON SAILING OFFSHORE?

We can help you realize your goal of cruising within your budget, in comfort and safety. John Neal & Barbara Marrett's 20-hr weekend Offshore Cruising Seminar includes demos, lectures, films, 190 pg. notebook. Seattle: Mar 23/24, Friday Harbor: Apr 13/14, Millbrae: Mar 9/10
Brochure: Armchair Sailor, 1500 Westlake N., Seattle, WA 98109, (800) 875-0852

DESPERATE - MUST SELL. 26-ft international Folkboat - "Animation". Good boat. Good price. Well equipped. \$14,000. Serious inquiries only. (707) 446-6070.

29 TO 31 FEET

CATALINA 30, 1977. Extended rig, halyard winches & 4 Barients, 4 sails, diesel, great shape, fast & roomy, many extras. \$20,000. Must sell. Call Tom 472-3422, 388-6154 (eves).

TEAK TAHITI, 30-FT TAHITI KETCH, built in 1961. Teak planked, silk-bronze fastened, new running rigging, diesel engine. I love this beauty, but my work takes me out of town & I'm unable to give her the care she needs. Only \$20,000 b/o. Call Boris (415) 641-4238.

PEARSON FLYER 30-FT, 1980. "Outrageous." One owner, excellent condition, race ready, BMW diesel, 4 sails, Blaupunkt radio, owner financing available. \$22,500 b/o. Call Jim (415) 979-0600 (days), (415) 457-3058 (eves). Marin location. Make offer.

30-FT PEARSON. Shoal draft, Palmer inboard, Edson steering, lifelines, stem ladder, stove/oven, pressure h/c water, 110v shore power, halon system, club jib, 6 sails, (2)DS, VHF, knotmeter, inflatable with o/b. Interior completely redone. \$15,000 best reasonable offer before 5/1/91. (209) 296-7654 (eves).

BENETEAU 305, 1986. Fast comfortable racer/cruiser. Good sail inventory, oversize winches, auto, Loran, etc. Well maintained. \$44,500. (415) 488-0579.

O'DAY 30, 1979. 15 hp Yanmar diesel, great boat with roomy interior, all lines lead aft, Loran, KM, DS, VHF, pressure water LPG stove/oven, keel stepped mast, 10-ft inflatable available, moving, must sell. \$23,000 b/o. (415) 653-2868 (lv msg).

NEWPORT 30 II GREAT ONE-DESIGN CLASS, excellent cruiser, 4 sails, including spinnaker & gear, 8 winches, Volvo diesel, wheel steering, propane stove & oven, VHF, knotmeter, 3 compasses. \$19,500 b/o. Must sell (415) 531-2261.

CUSTOM DELTA CRUISER. 29-ft cat yawl, 16-lb draft, designed & built for present owner. Delta gunholing in style with luxurious accommodations, awning, swimladder, stereo, 15 hp Johnson o/b, all equipment. Complete refit August 1990. \$7,900. (415) 935-3672.

COLUMBIA 29, 1966 fiberglass sloop with wood trim. Two mains plus jib, genoa, & spinnaker. Atomic 4 engine. New prop, shaft, & bottom paint. Full keel. Head w/holding tank. Sleeps 5-6 people. \$12,000. (415) 824-8362.

RANGER 29. Well-built, Gary Mull design, "one of best buys" listed in Jan. *Latitude*. Great for bay or coastal sailing. Good condition, cozy interior, full sail inv. including spinnaker. Good value at \$12,500. (415) 367-7884.

OLSON 30. \$17,000. (415) 468-4423.

C & C 29, 1979 ORGASMIC SAILING experiences to be had with this racer cruiser AP, DS, KM, VHF, stereo, dodger, fridge, teak interior, pressure water, very stout construction, 6 sails, Yanmar diesel. Lust for bigger boat demands sail now. \$30,000. (415) 366-6361.

BRISTOL 29. Cruiser-Herreshoff design in mint condition - 4 sails, jiffy reefing, 9 barients, Plastimo compass, VHF, knot, depth, new Harken traveller & anti-skid polyurethane - 8/89 epoxy bottom & rebuilt engine. Must see & try. Make offer. (415) 665-6017.

ERICSON 29, 1972. \$13,950 b/o. Oversized rigging & genoa tracks. Skeg-mounted rudder, sails include light 150, heavy 150, 130, 110, 90. Reaching & running spinnakers. Atomic 4. Two double berths. DS, VHF, knotmeter, Berkeley berth. (408) 729-6611.

29-FT GULF PILOTHOUSE SLOOP, 1981. Excellent cruiser for bay, delta, coast. Loran, autohelm, VHF, stereo, diesel, alcohol stove, microwave & more. Bottom paint 1 yr. D dock, slip 72, Marina Bay, Richmond. \$25,000 b/o. (916) 972-1762 (eves).

BUCCANEER 295. 30-ft, 1980 Doug Peterson design. Double spreader rig. Spinnaker, 150%, 105%. Sleeps 5, 6-ft headroom, dockside h/c pressure water. No qualifying - \$1,000 & take over payments for 4 years remaining. Approx. \$20,000. (408) 559-3405.

30-FT PMUL (poor man's ultra lite-aka Clipper Marine 30). Excellent condition, good, easy to sail, beginners boat. VHF, DS, RDF, compass. Sleeps 6. Head, galley, transom mounted 10 hp, remote control o/b. 2 batts. 20 gal water. Alameda slip. \$5,950. (408) 279-4506.

30-FT CATALINA 1984. Start the year right! Loaded! 21 hp diesel, ped. steering, dodger, knot/log, depth, VHF, stereo, pressure & hot water, refrig, new bottom in Feb., excellent condition. \$34,500. (415) 342-3506 (days), (415) 573-9859 (eves, wkends).

CATALINA 30, 1984. Excellent condition. Diesel, h/c pressure water, shower, self-tailing winches, roller furling, 110/130 mylar/155, VHF, depth, knot, Loran, inflatable dinghy, stereo, microwave, barbecue grill, pedestal table. \$33,500. Call Mike (415) 677-6304 (days), (415) 885-6811 (eves, wkends).

ISLANDER 30, MARK II, 1973. 7 sails (2 spinnakers), upgraded rigging, fresh water cooling, stainless propane, dodger, AP, VHF, depth, knot, stereo, & more. Well-maintained. \$18,500. (415) 339-9407.

"MAGIC" - Well-maintained Alberg 30 sloop. Teak trim, three-blade prop, repowered with Universal Model 25 diesel, (3 cyl., fresh water cooled) low hours, roller furling, little-used main, jib & 110 lapper, holding tank with "Y" valve, Raytheon VHF radio, depth sounder, antiblister epoxy bottom, new Origo stove, battery charger. Fine boat for bay & delta. (415) 283-1588.

CASCADE 29. Best world cruiser for \$8,000 b/o, built 1975, extra strong lamination & rig, factory F/G deck/cabin, sails & rig wire new 1988, 15 hp o/b, also Atomic 4 not installed. Santa Cruz. (408) 475-4172.

31-FT ERICSON INDEPENDENCE CUTTER, 1978. Recent Mexico vet, Yanmar diesel, Harken furling, SatNav, VHF, KM/DS, dodger, Maxwell-Nilsen windlass, CQR, H-T chain, pressure water, A/P, heater stereo, tri-mastlight, inflatable. \$35,000 b/o or trade up. (619) 222-2996.

FARALLON 29, 1976, factory finished full keel fiberglass cruising sloop. 4 Head sails incl. club jib. Diesel, dodger, tiller, Autohelm, windvang, bronze ports. Rigging new 1987, wood interior. \$18,500 b/o. Extensive equipment list. (707) 745-6204 (days/eves).

RAWSON 30, 1972. Pressure h/c water system, refrig., 2 burner stove with oven, depth sounder, VHF, AC, DC, sleeps 5. Very comfortable blue water cruiser or liveaboard. \$15,000 b/o. (408) 492-6219 (w), (415) 588-3916 (h).

NEWPORT 30 II, 1977. Excellent condition, cruise, race, 11 Barient winches including self-tailing primaries, adjustable backstay headfoil, autohelm, full instrumentation, VHF, stereo, spinnaker, 110, 130, 150, internal halyards, Atomic 4 engine, propane stove, much more. \$25,000. Call John (707) 938-0709 (eves).

ERICSON 30+, 1982. Wheel steering, diesel, 80% & 100% jibs, whisker pole. Hauled 4/90, new running rigging, lines lead aft, 4 Barient ST winches, h/c pressure water, VHF, digital DS, KL, KM, stereo, CNG stove/oven. \$31,500. Call (415) 381-5387.

HUNTER 31, 1984 Yanmar diesel, 110, 150, instruments, wheel, all lines aft, self-tailers. Fast, but still great liveaboard or weekends at Angel Island. Cool boat for delta, too. \$34,500! (415) 865-8722.

OLSON 29. Built Pacific Boat Works, Hull #8. Very well equipped, fast & fun, 13 bags of sails. Successful race record. \$35,000. Call Bill (707) 643-3590.

SANTANA 30, 1979. Like new condition. Diesel, Loran, folding prop., 7 sails, VHF, depth, knot. New equipment, Harken ST winches, spars, oversized rigging, Origo stove, stereo, custom bow roller. \$26,500. (415) 522-2610 (h), (415) 732-0680 (w).

CATALINA 30, 1980. Well kept: dodger, cockpit cushions, Atomic 4, KM, DS, VHF, battery charger, 2 anchors, Ker. stove, oven, Force 10 heater, Cambersparjib, 110 jib, 2 yr main, more. \$25,000. (916) 487-8501.

CATALINA 30, 1976. Yanmar 12 hp, diesel, rebuilt, low hours. Equipped to live aboard. Must sell - moving. \$19,000, will consider trade or seller financing. (916) 632-3029.

CATALINA 30, 1987. T-cockpit, wheel steering, DS/KM on pods, dodger, spray cloths, cockpit cushions, roller furling/120%, self-tailing winches, Radar, battery charger, AC refrig, propane stove/oven, stereo, low engine hours. \$45,000 b/o. (415) 591-0598.

HUNTER 31, 1983. Excellent condition, Yanmar diesel, good sail inventory, VHF, RDF, windspeed inst., depth sounder, compass, two anchors. Great for bay & coastal cruising. \$34,000. Call (707) 823-9669 (lv msg).

1975 CATALINA 30. Leaving area, must sell. \$21,000, but no reasonable offer will be turned down. 3 sails, Atomic 4, h/c water, more. (408) 452-2943, (415) 829-3018.

31-FT MARINER KETCH. #1 All wood classic, prof. maintained, diesel engine, complete inventory. Best offer. (415) 331-8168 (lv msg).

31-FT DOUG PETERSON DESIGNED racer/cruiser. Diesel, VHF, Loran, many sails, upwind berth, blister repair & epoxy bottom 1990, exceptional racing record. \$17,000. (707) 584-0311.

J-30, 1981. Great racer/cruiser, 8 bags, AP, depth, VHF, Loran, RDF, knotlog, strong, roomy & fast. \$29,000. (805) 643-4331.

30-FT ISLANDER BAHAMA 1979. Pressurized water system in head & galley, sleeps 5, wheel steering, 3 sails, DS, KM, VHF, stereo, Volvo diesel, safety gear, cockpit cushions. Great family cruiser/racer. \$22,000. (408) 842-3319.

YANKEE 30 II, 1973. Custom mast, new Harken roller & C-cut 140 converts for racing, quick vang, rear hydraulics, extra winches, autopilot, depth, stereo, etc. Mylar 145 & 162, 4 spinnakers, 2 mains, etc. Race winner, cabin trunk cockpit cover, offer, Marina del Rey (213) 301-2188.

30-FT NEWPORT MKII, 1979, at El Coyote, Concepcion Bay, Baja. Volvo diesel, Hood roller furling, Furino radar, Magnavox SatNav, propane stove & refrig., VHF, autopilot, depth sounder, knotmeter, stereo, dodger, bimini, cockpit enclosure, propane BBQ, ARCO M-75 solar panels charging a monitored triple battery system. Inverter for 110v. Attractive, well-maintained interior. Turnkey for cruising with linens, bedding, silverware, dishes, etc. Absolutely loaded. \$26,500. See Russ Low, El Coyote, or write P.O. Box 35, Mulege, B.C.S. Mexico, CP 23900.

J29. Make the best J29 deal on the bay. We are not able to sail this high performance sailboat, so you should. Race equipped. Excellent condition. Many bags sails, plus other extras, o/b motor. A special deal with no money down, assume loan near \$24,000. (415) 328-2408.

COLUMBIA 30. Magnificent, strong, excellent, cruising sloop. Beautiful lines. Large cabin. Well equipped, self-contained head, Atomic 4, roller furler jib, VHF, EPIRB, RDF, depth sounder, knotmeter/log & much more. Built in 1972, Bristol condition. \$17,200. (415) 795-6043.

WOODWORKING

Interior • Exterior
Hull • Spars

12' Dinghies \$1,695
Schoonmakers

Sausalito

Steve Jones
(415) 332-2500

YACHT REFINISHING

Varnish • Paint • Detailing
Fine Custom Ropework

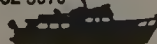
Reasonable Rates • Free Estimates

The Marine Exchange, Yacht Brokerage & Services, Sausalito, 332-9231

FALL/WINTER UPKEEP FOR YOUR BOAT

Hire BOATWORKS for cleaning and detailing over the cool wet months to avoid mold and mildew. We're the oldest boat maintenance business on the Bay. Insured, Bonded, Free Estimates
Call Terri (415) 834-3990

Lon Woodrum, Prop.
(415) 332-5970



Competent

WOODRUM MARINE

Specializing in interior and exterior alterations and repairs
Custom designing and construction in wood or fiberglass

25 years experience
Marine Carpentry



Dependable

RAWSON 30, F.G. SLOOP. VHF, DS diesel, anchor winch, CQR, engines & bilge alarms, lots of spares, hull lines with insulation, enclosed head, galley, asking \$22,000 b/o. Call (916) 872-9037.

NEWPORT 30 MKII. 1974. Red hull, white deck. Excellent bay boat. Active fleet. South Beach Harbor, S.F., berths available. \$14,500. (415) 921-4137.

CAL 2-30 for sale or trade. 2 spinnakers, VHF, many headsails & extra main, wheel, 2 compasses, 110, galley, WS, WD, KM, folding prop. Want trailer, boat (power or sail), or car. \$14,000 will finance. Jack London Square berth. Call Mike (209) 869-3215.

32 TO 39 FEET

79 ENDEAVOR 32 SLOOP. Full galley/head, sleeps 6, great cruising, just hauled, cleaned out, surveyed. Let's go for balance of contract - mid 20's. You'll love this great boat. Call Jim or Nancy Day 829-6060, 846-0794 (eves).

34-FT CAL MARK 11, 1976. Fully equipped, wheel steering, 22 hrs on rebuilt 40 hp diesel, new epoxy bottom, sleeps 6, excellent condition. Ready to cruise or liveaboard. \$31,500 b/o. Call (415) 383-2117, (415) 381-6424.

34-FT CUSTOM SLOOP. Go fast design built to cruise quickly by Bill Lee. Structural aspects upgraded effectively for peace of mind in South Pacific. Finish dream, she hasn't left Monterey Bay. Materials & hardware the best. \$35,000. (415) 685-6973, (415) 827-3839.

DOWNEAST 38. Comfortable & well-maintained cruiser/liveaboard. Cutter. Diesel, refrig., Lectrasan, el. windlass, autopilot, fireplace, etc. \$71,000. Call Jim (415) 454-7595.

NOTE DEFAULT - Islander 34-ft, Volvo diesel. \$14,500. (707) 996-8490.

WESTSAIL 32. Legit. liveaboard, Sausalito slip, much gear. Factory finished with many custom liveaboard/cruising upgrades. Engine completely rebuilt. \$15,000 & take over payments or partnership? (415) 331-6963.

VANCOUVER 32 PILOT CUTTER, 1986. All weather pilothouse model, 2 steering stations, designed by Canadian Bob Harris. A high performance cruiser. Go anywhere in comfort. Quality built. \$64,000. Call (415) 388-5356.

37-FT LOA RASMUSSEN designed & built double-ended Danish cutter. Pitch-pine planking on oak frames, Albin diesel, classic mahogany/teak interior. New electronics, sails, inflatable, many extras, excellent one-of-a-kind cruiser/liveaboard. \$45,000. (415) 392-0824.

HUNTER 36, 1981. Yanmar diesel, h/c pressure water, Barent winches, Sausalito berth, depth & speed gauges. \$39,000 or take over payments, no money down. (707) 224-2076.

O'DAY 32. Documented, diesel, pedestal steering, radar, Loran, VHF, h/c pressure water, plus lots more. \$26,000. (415) 283-8096.

C & C 35-FT, 1984. High quality perf. cruiser. One owner. Like new. Full race, trophy winner, 10 sails, rod rigging, B & G electronics, Loran, diesel engine. Full cruising, dodger, bimini, sleeps 6, freezer, shower, stereo, Avon/motor. Good liveaboard. \$72,000. (415) 254-5537.

CATALINA 38, 1984. Excellent condition - 4 headsails, dodger, Loran, Adler Barbour fridge, propane stove/oven, 2 anchors w/chain/rode, VHF, diesel engine, lots of extras, excellent slip w/lease on Pier 39 available. \$48,000 b/o. Call (916) 531-7850, (916) 269-1215. No brokers please!

NEW 32-FT DREADNOUGHT "TAHITI KETCH" hull with ballast. Flush deck with interior roughed in. New 22 hp Saab diesel engine with variable pitch propeller & shaft installed. New diesel Dickinson stove. More extras. \$9,000 b/o. Call (805) 772-2473 (days), (805) 995-2364 (eves).

1975 WESTSAIL 32, factory finished. Seriously equipped cruiser. \$20,000 major 1990 refit with all receipts. Almost all systems replaced with new or rebuilt complete with spares. Autopilot, vane, freezer, survival craft. Too many extras to list. \$57,500. (206) 246-3983.

1949 CLASSIC FARALLONE CLIPPER, 39-FT. Mint condition. Freshly painted, newly overhauled 54 hp Perkins diesel, new sails, clean interior, well maintained, berthed in Tiburon, CA/Paradise. \$33,000. (707) 525-1702 (days), (707) 935-1885 (eves).

PANDA 34 CUTTER, 1985. Perf. cruiser. Exc. cond. Quality throughout. Fully insulated, all S/T winches, o/s primaries, B & G Homet pack inst./ICOM VHF/Loran/elec windlass/3 anchors/AP/holdover rel? 4/90 haul/bottom. SSF liveaboard. Must see. \$82,000. (415) 857-2429 (days), (415) 952-6651 (eves).

37-FT ALDEN COASTWISE CRUISER. Cedar over oak, cutter rig. Design #675 is described on p. 236 in *John G. Alden & His Yacht Designs*. 1953 Transpac vet. Eligible for Master Mariner. Must see to appreciate. Port of Redwood City berth. \$34,900. (408) 338-9402.

ISLANDER 36, "ZORZA." Completely new re-powered diesel, fuel tank, verna lift muffler, new fully battened main 1 yr old standing rigging, jib, lifelines, boarding ladder, batteries, all teak interior, never raced, excellent condition. \$42,500 b/o. Call Pam (408) 479-4129 (Moss Landing).

BENETEAU 1ST CLASS 10. 35-ft racer/cruiser HDA Season champion, excellent condition, good racing sails, electronics. \$37,500. Call Rick Lowrey 332-6262 (w), 453-9388 (h).

1979 COLUMBIA 9.6 (32-FT) M/H sloop. 5 jibs, 2 mains (1 full batten), new or nearly new: standing & running rigging, lifelines, upholstery, main cover, head & M.O.B. pole. Other gear: wheel steer., DS, KM/log, RDF, wind sp/dir, spinnaker, max prop, Autohelm 3000, inboard diesel. Sleeps 6, 6+ ft headroom, teak & holly sole, stove, VHF, lots of storage, Danforth anchor, all manuals. Excellent local cruiser/racer. Easy single-handling. \$27,000. (408) 749-5621 (w), Call (415) 965-3449 (h).

BAYFIELD 32, 1980. Cutter, full keel, documented, rebuilt diesel, VHF, Loran, SatNav, WS, log, speed, depth, radar, autopilot, windvane, solar panel, wind/water, generator, RV, 4 anchors, windlass, wheel strg., inflatable w/o/b, EPIRB, liferaft. \$54,000. Box 2154, Stockton, CA 95201.

ERICSON 38. Less than 600 engine hours, North sails, Hood furling, dodger, Force 10 stove/monitored propane system, 100 gal. pressurized water, shower, instant-on hot water, stainless tankage, new upholstery, tiled fireplace, large galley. Must see. \$68,000. (408) 244-1202.

ISLANDER 36-FT, 1974. Spinnaker, wheel, diesel, Signet knot, log, depth, wind, Loran, Aries vane, dinghy, 110v/12v refrigerator, 110v hot water, tape deck. Sound, fast, pretty, will take N. Cal. winds. Why spend \$60,000 for a Catalina? \$35,000. (805) 927-3690.

NEWPORT 33, 1983. Fast & easy to handle, great condition, 20 hp Universal diesel, wheel, main-65-110-150%, excellent condition, VHF, KM, DF, CHG stove/oven, h/c pressure water, stereo. Call Lance 658-2367, 254-9169 (after 5 pm).

322 O'DAY 1987. Excellent condition, Autohelm 3000, roller furling, h/c water, WS, DM, DS, Datamarine refrigeration, SatNav, Loran, bottom 2/91, 2 anchors, wing keel Cybernet stereo, propane stove/oven, dodger, Mexico vet., lots spare parts & extras. \$48,500. (916) 432-1523.

CAL 35, 1980. Seeto appreciate this high quality, lovingly maintained, fast cruiser, spacious elegant interior/outstanding liveaboard, diesel engine, diesel heater, dodger, windlass, radar, Loran, VHF, Autohelm 3000, Avon Redcrest, cruise spinnaker, h/c water, KM, DS. \$72,000. (415) 969-9512.

ATKINS "ERIC" 32. Japanese built 1965, diesel gaff ketch, mahogany on oak, teak decks, sitka spruce spars, 10-ton beauty, superb world record cruiser never cruised, VHF, RDF, windlass, fireplace. \$32,000. Santa Cruz B7, (408) 479-4645.

CATALINA 36, 1984. Clean, excellent condition, new epoxy bottom, new dodger, full covers, roller furling, reefing, refrigeration, microwave, batt. charger, knotmeter, depthfinder, VHF, stereo, Bruce anchor w/windlass, cushions, helmseat, much more. \$58,000. 828-0762.

36-FT ANGLEMAN SEA WITCH "Golden Hind." Gaff ketch, wood hull, teak decks, with 8-ft sailing rowing pram, excellent condition. New: electrical system, diesel heater, sail covers, interior cushions, Avon dinghy & 5 hp Seagull. Located Monterey, CA. \$70,000. (408) 663-5163.

CAL 39. GREAT RACER/CRUISER. 5 spinnakers, blooper, extended transom, tall rig, priced to sell. \$49,500. 339-3263 (h), 983-9816 (w).

"ENDURANCE" 35 PILOTHOUSE CUTTER. For sale all or part of this award-winning go-anywhere cruiser. Complete instrumentation, DS, radar, Loran, refrig. Teak decks & interior. Includes liferaft, o/b & dinghy. Volvo diesel engine. Beautiful, must see. (415) 593-9997.

ISLANDER 36, 1971. Palmer 60 - wheel steering & pedestal with instruments, furling jib, dinghy, winches, etc. Rechromed or polished, needs interior work. Retiring & unable to complete. \$30,000. (415) 443-4069 (M-F, 6-10 pm).

FANTASIA 35. Center cockpit, aft cabin, storage galore in 3 cabins, workshop, a great liveaboard with excellent tankage & accommodations for world cruising. A "must see" at \$65,000. Reasonable offers considered. (707) 762-7190.

32-FT WOODEN MODIFIED CUTTER. Well built, solid, needs cleaning up & use. Auxiliary diesel, double-ended. Full keel, cedar planks on oak frames, custom made by Seaboat Company. \$15,000. Call Tom (707) 887-1266.

BENETEAU OCEANIS 350, 1988. Bristol & loaded. Roller furling & Dutchman system. Matching hand, wheel, winch, taffrail, & sail covers, cockpit cushions & dodger. Windlass, 2 anchors with chain & rode. Lifesling & all required CG equipment. Combi stereo with booster, refrigeration, propane stove & oven & pressure h/c water. Battery charger & shore power. VHF, Micrologic Loran, Autohelm 3000, & Signet smart pak with knot/depth, log, temp & windpoint/speed. 4 Lewmar winches, Plastimo compass, teak cockpit table, Magma propane barbecue & Volvo 28 hp diesel. \$79,000 b/o. (415) 454-4869.

ISLANDER 36. A well maintained one-owner boat. Looks good. Runs good. Two mainsails, 3 headsails, 2 spinnakers, upholstery & headliner, redone. \$40,000. (415) 472-2755.

ERICSON 35+, 1983. In Hawaii, sleek, clean, excel. cond., spinnaker, furler, dodger, dinghy & o/b, DS, KM, wind, autohelm, SatNav, fridge, 85 gal water, & more. May deliver to CA. Also consider 1/2 partner in S.F. Bay. \$75,000 b/o. (408) 756-9716 (days) (408) 377-7951.

FUJI 35. \$49,500. Comfortable cruiser liveaboard, full keel, beautiful teak interior, AM/FM radio, new upholstery, dodger, VHF, depth sounder, Loran, wind anemometer, knotmeter, h/c pressure, heavy ground tackle, Perkins 4-107, low hours, new deck paint, large teak cockpit. (619) 426-8477.

NEWEST SAN JUAN 34 AROUND. New Awlgrip, bottom paint, depth sounder, knotmeter, sail cover, Profurl roller furling. First in salt water June '90, since 1980 stored under full cover for 9 months, in clear Tahoe water for 3 months each year. Rod rigging. Yanmar diesel, main, 155% genoa, jib. Sailing dinghy. IOR design, PHRF 123. 1987 Trans Tahoe winner. Fast & comfortable. Excellent condition. Bought a bigger boat. \$39,500. (702) 826-6941.



EAST BAY SAIL CLEANING

One week on sail repairs.
Free estimates.
Bogart-Goring Sailmaker.
(415) 523-9011

NEW GULF 32

Just commissioned. Full keel, pilothouse cutter, inside steering, 40 hp diesel, Harken furling, staysail, full batten main, latest in navigation, anchor gear, windlass, propane, refrigeration, pressure. Trade-ins accepted.
Call Pacific Yachts, Santa Cruz and Monterey (408) 475-5503.

U.P.C CUSTOM MARINE CANVAS

QUALITY CANVAS AND UPHOLSTERY
Dodgers Delta Enclosures Sailcovers Cushions
Wheel-Binnacle Covers. Also repairs and window replacements
Udom "Pon" Clark (415) 536-4119.

LIEN SALE

35-ft Sloop. 1965 Robert Newton & Son design. Center cockpit, re-finished interior, electric anchor windlass, 65 hp Ford Lewman diesel. Minimum bid \$4,000.
Submit written bids to: Richmond Harbormaster, 1340 Marina Way So.,
Richmond, CA 94804, (415) 236-1013.

SANTANA 35, 1982. Popular one-design racer/cruiser. Race ready w/new Mylar 150, 2 mains, 3 chutes, Loran, VHF, stereo, Signet 1000, 2000. Large cockpit, berths 8 for cruising. \$46,500 b/o. (408) 244-1700, x3135 (days).

1974 WESTSAIL 32. Professional-built w/wheel steering, autopilot, refrigeration, microwave oven, LPT 2-burner stove w/oven, rollerfurling jib, VHF radio, depthsounder, genoa, stereo, boat in Brisbane. Must sell. Call Fred (213) 822-2234.

1961 NICHOLS-BUILT 34-FT KETCH. Fiberglass 1-ply construction. Atomic 4 inboard, sleeps 6, roomy interior, full headroom. Aluminum masts, veteran of Galapagos cruise. Recent survey. Excellent structural condition. Sausalito berth. First \$11,500 cash takes it. 332-9231.

TAYANA 37, 1977 #68. Reduced to \$75,000. Perkins 4-108, 2 VHF, Loran, depthsounder, autopilot, electric windlass, all chain, stereo, propane stove & oven, cold plated refer., diesel cabin heat, constavolt, great condition & more. (415) 742-9074 (lv msg), (415) 347-7881 (h).

ERICSON 39. Radar, SatNav, Loran C, all electronics. Well-equipped. Many extras. Liveaboard or sail away. Recent insurance survey, \$60,000. Well-maintained, excellent condition. Make offer. (415) 244-9771.

PEARSON VANGUARD 32.5-FT. Bulletproof cruiser. New haulout, survey. New depth sounder, speed log. Loran. Rig overhauled, excellent condition & ready to go now! Just \$19,500 firm. (415) 332-4871.

HUNTER 34. Excellent bay, delta cruiser, club racer, liveaboard. Sleeps 7, large galley, stove/oven, h/c pressure, shower, VHF, Loran, KT/depth. Stereo, diesel, 2 main, 4 hd sails (headfoil), spinnaker & all gear, oversized ST/winch, wheel. \$42,500. 382-8281 (w), 382-8422 (h).

ERICSON 38, 1981. Autohelm, roller furling, h/c water, dodger & bimini, KM, DS, VHF, wind. New batteries, well-cared for! \$64,500. Call (208) 939-2426.

FANTASIA 35, 1978. Ideal liveaboard dockside or cruising. Center cockpit, dodger, fwd & aft staterooms, main salon, workroom, fireplace. All teak interior, refrigeration, stereo, Pisces-27 diesel. Clean, well-maintained. All sails, VHF, fathometer, great storage/closet space. \$59,950. (415) 364-9662.

32-FT COLUMBIA 9.6 SLOOP. Sleeps 6, 6-ft headroom, teak interior, double-reef main, jibs: 110, 130, 150. Diesel, VHF, compass, depth sounder, pressure water, electric/manual, bilge pump, shore power, full galley, new epoxy bottom. \$25,000. (916) 823-0190.

PEARSON 36S SLOOP: Diesel, wheel, AP, radar, VHF, wind, depth, speed/log. Sleeps 5, separate shower, great cruiser, lots of upgrades. \$60,000 or will trade for 40-44 alum. cutter early 70's IOR or quality grp cruiser (Nordic, Lafitte, etc.) (415) 683-0801, (415) 933-8480.

ERICSON 32, MUST SELL! Just surveyed, good condition, well-equipped, Atomic 4 engine, new electronics, many extras. 1 year berth @ Gashouse Cove avail. \$19,000 b/o or trade for motorcycle, mini-van, etc. plus cash. Dave (415) 728-3511.

34-FT YAWL, BUILT 1961 by Barney Nichols. Glass over ply, Honduras mahogany cabin, hatches & trim. Lead keel, bronze bolts & fasteners. Atomic 4 engine, very roomy interior, nice hull lines, South Pacific veteran. Needs TLC, otherwise sound. Sausalito berth. \$10,500 b/o. Call 332-9231.

HUNTER 37, 1984 CUTTER. Swift & graceful sailing to weather. Cruise or liveaboard. Immaculately maintained. Separate cabins, sleeps 7, h/c water, shower, AM/FM/tape stereo, stove/oven, headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito berth. Best offer. (415) 435-2924.

35-FT PRETORIEN BY WAUQUIEZ. 1986 sloop. Blue water boat. Orig. owner, never chartered. Like brand new, hardly sailed/only S.F. Bay. Insulated double hull, Elvstrom sails: main, 150 genoa, 100 jib & storm jib. Profurl roller furler. Wheel, Lewmar self-tailing winches. Forward double berth, private aft berth. H/C pressure water, propane, reef, double stainless sinks, full galley. All teak cabin w/fine European craftsmanship. Special lighting. Sleeps 7. Bottom just painted. Current survey available. Fabulous boat! \$89,000. (415) 922-5225.

*The Crew
at
LATTITUDE 38
hopes you
enjoy
St. Patrick's Day
(March 17)

and have a
Happy Easter
(March 31)*

ARIES 32-FT SLOOP. Diesel engine, Hood jib furler, like-new spanker & 135 penny, Muir windlass, dodger, Monitor windvane, Dickinson diesel heater, DS, KM, VHF, Loran, anemometer, strong boat. Sausalito berth. \$41,500. (415) 331-3095 (lv msg).

CATALINA 36, 1983. Very good condition, new interior cushions, head, batteries. Epoxy & Petit Trinidad bottom paint 4/90. Knotmeter, DS, VHF, batt. chrg., Larsen main, 110%, 1.5 oz spinnaker. Must sell! \$44,500 - all offers considered. No brokers. (415) 381-6732.

HUNTER 34, 1983. Brand new interior. Fast cruiser with 3 cabin configuration, excellent liveaboard, easy single-hander, roller furling headsail & powerful full-batten main, both like new. 21 horse Westerbeke. Price reduced. Asking \$39,500. (415) 331-5611.

MOORINGS 37 (BENETEAU IDYLLE 11.50), 1986. Perkins 4-108, hood, teak cockpit, furling genoa, 2 staterooms, 2 heads, 9 cu ft. fridge. \$900/month income, no insurance, dockage or maint. expense through Oct. Refurbishment. Located Baja. \$72,000. (612) 377-6072 (eves).

HANS CHRISTIAN 38, 1981. Well-equipped. Located La Paz. Partnership, lease, lease-purchase, sale. I'm flexible, be creative, make me an offer. (916) 656-2176.

ERICSON 32, 1974. Mahogany interior, teak & holly floor, teak cockpit plate, Furuno L800 Loran C, Horizon VHF, Signet fathometer & KM, Naviv. self-steering. New bottom 6/90. \$25,000. (707) 937-3837.

ISLANDER 36. Perkins dsl, epoxy bottom, full electronics, Benmar autopilot, Harken roller furling, 6 sails, quickvang, self-tailing winches, Loran, VHF, stereo, depth, knot, wind direction & speed, dodger, refrigeration, h/c pressure water, spinnaker gear & much more. \$49,500. (916) 652-6386.

32-FT DUTCH BUILT STEEL SLOOP. Sister-ship of "Icebird." Radar, Loran, depth finder, autohelm, electrolysis monitor, dodger, windlass, diesel engine, tabernacle mast, 6 sails. Propane oven w/monitor. Warm, cozy mahogany interior. Proven cruiser. \$35,000 or trade for bigger boat. (707) 875-2540.

RAFIKI 35, 1980. Loaded, excellent condition, documented, great liveaboard. Diesel, new epoxy bottom, teak decks, varnished rails & trim, new full boat cover. Five sails, furling, dinghy, davits, dodger, modern electronics, refrigeration, heater. Lots more! Ready to cruise. \$65,000. (415) 595-3094.

34-FT 1988 CATALINA SAILBOAT. With \$15,000 down, take over existing payments of \$573.41/month. Boat is like new. Sailed only on the bay, with less than 80 hours on the 27 hp diesel. Boat always inspected & maintained, records available. Non-smokers, A-1 clean. Extras included: battery back system, battery charger, refrigeration, furling jib, oversized self-tail winches, bumpers, mooring lines, 7 covers, safety gear, flare gun, 2 burner SS stove w/glass oven door, pressure water system, electric water heater, electric bilge, 50 channel VHF radio, depth, knot, compass & Loran C. John or Nancy (408) 476-1997 (days or eves).

TARTAN 37, 1982. Sparkman Stephens design. Fast, solid, blue water cruiser, liveaboard. Documented, Mexico veteran, Westerbeke 50, roller furling jib, dodger with solar panel, refrigeration, h/c pressure water, anchor windlass, shore power & telephone. \$71,000. (415) 399-1204.

FAST 345, 1983 Ron Holland racer cruiser designed for Camper & Nicholson. 3/4 rig, 48 hp diesel, SatNav Signet Instruments, liferaft, etc. \$39,500. Call Gunnar (408) 737-3900 (days), (415) 969-3317 (eves).

FREYA 39. Factory-finished. Recent: paint, upholstery, blister work, gear & sails. The best Freya. \$79,950. 387-5907.

RANGER 33. Atomica, new sails, spinnaker, surveyed. Excellent sailing cruiser. \$22,500. (408) 374-4935 (h), (408) 432-5260 (w). Call for information.

35-FT COLUMBIA SLOOP. Excellent condition, Albin diesel, fresh water cooled, battery charger, refrigeration, roller furling jib & main, autohelm, propane stove/oven/water heater, Espar cabin heater, custom davits/wood dinghy. Very roomy cruiser or liveaboard. \$39,000. (415) 454-7586.

RANGER 37. Designed by Mull. Will make a great ocean cruiser. PHRF 120 rod rigging, diesel, well equipped. \$34,900. (415) 785-2288.

EXPRESS 37. Excellent condition, h/c pressure water, refrigeration, CNG stove, 17 North sails, Brooks & Gatehouse Hercules System interfaced with Northstar Loran & Magnavox SatNav, single sideband, VHF, well-equipped with first class equipment, many extras, motivated. \$90,000 b/o. (805) 493-1091.

35-FT COLD MOLDED SLOOP, built 1988. \$30,000 + 2,000 hrs invested, sit up headroom interior, like new main & jib, double axle trailer. New 15 hp - Honda available. Drystored 2 years. \$19,000 or trade for airplane, desert property. Call Don (916) 525-6403.

COLUMBIA 36. Nice bay cruiser/liveaboard, roller jib, self-tail winches, spanker. Large fridge, CNG stove. New epoxy bottom & electronics. Priced to sell at \$34,500. Call (619) 756-0957 (boat in S.F. Bay).

MASON DESIGN 33-FT GAFF-KETCH. Cedar on oak, excellent condition, cruise ready, 100 gallons water, 100 gallons fuel, 21 hp diesel, new paint, new interior fabrics. For more information (707) 374-5555.

C & C 34, 1980. Excellent condition, must sell immediately. New main & 90% jib, also 90, 135, & 155 & storm jib. VHF, Loran, depth, knot, wind direction. Teak interior & many other extras. (707) 224-2613.

RAFIKI 35, 1980. Volvo diesel, autopilot, VHF, DS, knotlog, stereo, Airex hull, teak decks, h/c water, stove/oven. Oyster Point bert. \$59,000. Contact Bill (408) 867-9202, 19379 Via Real Dr., Saratoga, CA 95070 for full description

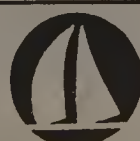
* * *
STARPATH

Celestial Nav Home Study Course, \$49
311 Fulton St., Seattle, WA 98109
(206) 284-8328 8,000 students since 1977

ANDREW KURTZ
YACHT CONSTRUCTION
332-7551
New Work, Repairs and Maintenance
in wood or fiberglass. Systems Installation.

EVERFAIR, ALTERNATIVE ENERGY AUTHORITIES

"Electrical Marine Engineers." FOURWINDS II Wind Generator by Everfair, rated BEST S.S.C.A. '88-89 marine survey. We engineer wind, water, solar, etc. systems for *YOUR* needs. Everfair Enterprises Inc., 2520 NW 16th Lane #5, Pompano Beach, FL 33064 (305) 968-7358 PHONE & FAX



CRUISING SKILLS CLASSES

on trips to Drakes, Half Moon, Monterey Bays, the Mendocino Coast and S.F. Delta
Piloting, Celestial Navigation, Anchoring, etc.
CRABTREE MARITIME SERVICES (415) 372-0144
We'll also deliver your sail or power boat.

40 TO 50 FEET

44-FT RHODES SLOOP. A beauty. Well maintained wood & strong. Equipped ready to cruise, diesel, Ham, SatNav, Loran, VHF, liferaft, charts, inflatable, 9 sails, wind generator. Best offer. (415) 474-1782.

40-FT PINKY SCHOONER, 1971. Gaff rigged, Volvo diesel. Fir on oak. \$50,000 firm. Call (213) 396-3694.

SANTA CRUZ 40. Must sell. Recent upgrades, new sails, interior redone, VHF, SSB, Loran, AP, refrig, dodger, propane system, safety equip., plus many extras & spares. \$89,750 or b/o. (415) 563-3753.

PALMER-JOHNSON 50 "AURA". Custom flush deck aluminum sloop, 1971. New diesel & transmission. Numerous electronics. Great sail inventory, lots of safety equipment. Fast, seaworthy, comfortable, beautiful & ready to go anywhere in the world. \$150,000. Call Steve (415) 522-2684.

CLASSIC RHODES 40-FT wooden yawl by Abeking & Rasmussen, Germany, 1952. Seasoned world cruiser, sound, fast. 14 sails, Volvo Penta diesel. Full keel draws 12-ft with centerboard down. Masts recently refinished. First \$30,000 takes. (415) 726-6465.

YANKEE CLIPPER 48 LOA, 41 LOD. Garden designed F/G ketch, teak decks. Perkins 4-108, low hours. Loran AP with vane, remote. 12v refrigerator, planing dinghy with o/b. Spacious teak interior. Wood stove. Exceptional joinery. Excellent, equipped cruiser. Comfortable liveaboard. Reduced to \$60,000. Call (415) 398-8170, (415) 861-6519.

40-FT STEEL KETCH, 1987. Proven Mexico-Hawaii vet. Center cockpit, 3 cabins, 2 heads. Great liveaboard. Point South, add fuel & food & she's ready to go again! \$97,000. For spec. list phone (707) 987-0225.

OLYMPIC 47 OFFSHORE CRUISING KETCH. 3 private staterooms, very spacious accommodations. Just rebuilt Westerbeke 75 hp diesel. LPG oven/stove, Force 10 heater. Engine-driven cold plate refrigerator & freezer. Hot water. 8 person Zodiac canister liferaft. Hard Livingston & inflatable Zodiac dinghies. 2 hp Honda o/b. SSB/Ham transceiver, Loran, VHF, AP, 2 main sails (roller or slab reefing), 4 head sails, mizzen staysail. Electric/manual anchor windlass with all chain rode. East coast, Caribbean, South Pacific, Hawaii, West Coast veteran. Owners anxious. \$106,500. (415) 769-0527.

40-FT SEAWOLF. Garden design F/G ketch. Original owners, masts & rigging new. Perkins 4-108, large sail inventory. So. Pacific vet, fully equipped & ready to cruise again. Lying Honolulu. \$69,000. Call Lindsay (808) 842-3084 (lv msg).

41-FT CHEOY LEE OFFSHORE KETCH. Richards design. Customized for round-the-world cruising. \$95,000 with Santa Barbara slip. (805) 658-7703.

46-FT GARDEN PORPOISE KETCH, 1973. Fiberglass hull, teak decks, Datamarine system, inverter, refrigerator, freezer, fireplace, microwave, three burner propane with oven. Seven sails, halon, electric windlass, AP, 80 hp dsl. Cruise ready or liveaboard. Aft cockpit. \$140,000. (415) 883-7962.

CARIB 41. Around the world cruiser, rebuilt hull, unsinkable, positive flotation, 100 hrs on new Perkins 108, new jib/main/spinnaker. Recent haulout & survey. Replacement \$100,000, resale \$65,000. Asking \$49,000 or will swap real estate equity. (415) 292-6657.

ISLANDER 40 MOTORSAILER KETCH with 100 hp Chrysler-Nissan diesel, center cockpit, large aft cabin. Excellent cruiser/liveaboard \$65,000 b/o. (415) 656-2304.

CRUISING CAL 40. Modified interior. On private mooring in San Carlos, Sonora. \$55,000. Write or call for complete equipment list: Jim Austin, c/o Bogdanski, Apdo 334, Guaymas, Sonora, Mexico, Tel: 2-11-25 (in Guaymas).

FREEDOM 40. 1981 cat-ketch. Great cruiser/liveaboard, easily handled. Fully battened main, mizzen, 2 reaching staysails, Raytheon radar, Autohelm 5000, Avon liferaft, dodger, elect. windlass, engine cold plate & more. 8-ft sailing dinghy. \$88,000. Call Chris (415) 680-0907 (lv msg).

FREEDOM 40 CAT-KETCH. Aft cockpit, Perkins, 4-108, Raytheon radar, autohelm, Avon cannister liferaft, 8-ft sailing dinghy, engine cold plate, h/c pressure water, full w/w inst. dodger, fully battened main & mizzen, two reaching staysails. \$88,000. Call Chris or Joan (415) 680-0907 (eves).

CT 41, 1974. Traditional cruising ketch. Excellent condition. Autohelm, electric windlass, DF, KM, electric refrigeration new in 1988. \$60,000. (916) 446-5278.

CAL 40, 1969. Saab diesel, new epoxy bottom, great condition. DS, KL, Loran, dodger. 898-7422.

HOME TO BE PROUD OF. 40-ft MIT motorsailer, 1982. 13'4" x 4'9". Ideal cruiser/liveaboard. All teak interior, all comforts of home. Refrig/freezer, shower/tub, large captains quarters, large salon, 120 hp Lehman with low hrs. Can be single-handed. Looks rich: (415) 583-6218.

CUSTOM 44-FT NORDIC SAILING YACHT, 1982. Teak interior, emergency raft, 10-ft Zodiac, 15 hp motor, roller furling, fully equipped for cruising or chartering in Hawaii. Perry design. Fast ocean cruiser. Replacement \$325,000, will sell fast at \$165,000. (907) 344-2172.

41-FT S & S YAWL. Double planked, mahog/yacal. Diesel, major overhaul/rebuild/paint. \$45,000. 798-4392 msg.

DEL REY 50, 1986. 45-ft factory made F/G hull & deck. 12,500# lead ballast. Inexpensive storage/working area. \$15,000. 3-53 diesel with 2:1 reduction gear \$2,500. Misc. stuff! All for \$16,000. (415) 932-4339.

SEA STAR 460, "ENTICER". 46-ft cutter, Ted Brewer design, 1982 pilothouse w/inside steering, flush decks. Ample power, AP w/remote, radar, Loran, VHF, TV, stereo, microwave, inflatable, 8 hp o/b, loving care & updates. All records. At Marina Village, Gate 8, D-3. \$135,000. (415) 342-4626.

HUNTER 42, 1990. Reduced! Owner anxious. Center cockpit, 130 genoa with roller furling, Loran, radar, windlass, inverter, 2 staterooms, 2 heads, heat, W/D, microwave, TV, VCR, ref/freezer. Beautiful. Great liveaboard & cruiser. Fast & easy to sail. \$169,950. (206) 281-8837.

SWAN 41 1976 S/S DESIGN. Harken roller furling, Headsail, Signet instruments, SSB, Loran, Sailor RDF, VHF, Alfa 3000 autopilot w/remote, CD & cassette player, Adler Barbour refrigeration, h/c pressure water, double bunk aft stateroom, custom woodworking & various other modifications throughout. \$150,000 or trade for East Bay real estate. (415) 769-0878.

HUNTER LEGEND 40. Fast cruiser, 2 heads, 2 refrigerators, 5 sails including new racing main & genoa. Roller furling, Loran, autohelm, 9 self-tailing Barlows, lots more. Owner bought a Hunter 45. \$85,000. Call Dr. Stacy (916) 966-3250, (916) 677-2967.

FREEPORT 41. New 70 hp diesel, 190 gal. fuel, 190 water, autopilot, liferaft, self-tailing winches, radar, Loran, SatNav, fully instrumented, 45# CQR w/300-ft chain, electric windlass, AC/DC fridge, electric head, propane stove with oven, hot water shower, 3.5 KW diesel generator. \$75,000. (408) 252-7391.

ROBERTS 43 AIREX cored hull with no deck. Has masts for ketch rig, diesel engine, Edson steering & many more parts to finish the boat. \$20,000. Call (408) 685-9735 for list of equipment.

50'10" HUDSON FORCE 50, 1978. Low hour Lehman Ford 135 and Bong Warner velvet drive transmission #1830. Furuno 24 mile Radar, auto direction finder, VHF radio, HRO watermaker, 8 man Avon liferaft, EPIRB plus much more. Will send brochure. Boat is in cruise ready condition, have recent survey. Will send photo and equipment list on request. Will consider partial trade. Boat is in San Diego. (415) 964-3135 (lv msg).

51 FEET & OVER

NEAR NEW 58-FT LOA custom steel ketch. Motor sail, large fuel & water capacity. Lots of electronics. Very clean, nice design. Divorce forces sale. \$110,000, will accept almost anything of value as part trade. (503) 776-7952.

1987 MACGREGOR 65-FT. Tall rig, rod rigging, Navtech hydraulics, spinnaker gear, 4 chutes, SatNav, Loran, RDF, SSB, VHF, Combi stereo. 10-man Avon cannister, full ground gear. Excellent shape, fast. Best offer, trade. Call Steve (707) 447-3282.

52-FT SPARKMAN STEPHENS KETCH. Dutch steel, 1963. Mercedes dsl, 4.5 k generator, massive S/L windlass, 300'+ 7/16" chain, aluminum spars. Teak decks, dual steering stations, large freezer & refrigerator. Strong, comfortable, proven TransAtlantic cruiser. Currently cruising Mexico. \$110,000 or b/o. (415) 581-5979.

DIANA 56-FT, 1985 Mull design. Fast & comfortable world cruising/charter ready. Custom built, best equipment available. Mint condition. Call for brochure, specifications, extensive equipment list & recent survey. \$395,000 b/o. Located in La Paz, Mexico. (602) 577-1726 or (602) 795-3994.

53-FT SLOOP. Cold molded, John Spencer design, built NZ 1982. Clipper Cup competitor with luxury teak interior. Fast, comfortable, easy to sail, great liveaboard. Ready for world cruise or TransPac Race. \$175,000. McKay, Box 30747, Honolulu, HI 96820. (808) 845-8063 or fax (808) 524-1097.

TAYANA 52. Sistership to Lowell North's *Wanago*. Completed 10/89 & commissioned 1/90. Fresh bottom paint, roller furling Yankee & staysail, radar, SatNav, Loran, VHF, Ham/SSB, Data Link system, AP, weather fax, sport boat with o/b, six person liferaft, generator/watermaker, stereo, TV, VCR, BBQ, microwave, anchor windlass, Heart interface, ice maker, refrigeration, Pineapple cruising spinnaker, custom fitted bedding, much more stuff. Ready to go anywhere. Custom four double cabin layout. Must sell. \$295,000. Contact Robert Nickel at (916) 626-4444.

CLASSICS

CLASSIC ATKINS KETCH, 1956, "ERIC". Professionally built, mahogany on oak, Marconi rigged, 12 bags, solar panels, trolling generator, Autohelm 2000, Aries vane, '88 Yanmar 3 cyl diesel, Furuno 1720 radar, 4 anchors, 200'x3/8BBB, 350'x3/4x40' 5/16, 200'x5/8x30'x3/8, full boat canvas, dodger, awnings/water catchment, Force 10 kerosene heater, DS, VHF, RDF, KM log, Micron CSC bottom 1/91. \$38,500. Info/picture send SASE to: J.O., 348 Puuhale Rd., Ste. 210, Honolulu, HI 96819.

MOWER SLOOP, 1939. Mahogany/oak recaulked, refastened 1989. Greymarine, VHF, DS, KM, wind, refrig, two anchors, two burner propane stove with shut off, charger, 2 batteries, Halon, shore power, MOB gear, canvas, pressure water, four sails, holding tank. \$18,000 or b/o. Call (415) 366-1204.

26-FT CHEOY LEE FRISCO FLYER, diesel powered wooden sloop. In excellent condition, this sturdy boat is perfect for heavy bay conditions. She has sailed to Hawaii with 3 aboard. Much necessary equipment included. \$6,000 or b/o. (415) 331-5990.

PROFESSIONAL DELIVERIES

Power or Sail - Worldwide or Local
by USCG Licensed Master • Oceans, 200 Tons
Free estimates
Call Captain Jordan • (800) 675-CAPT or (415) 948-3243

ERIC STEINBERG

Electronics Technician
Marine Applications

67 Liberty Ship Way, Sausalito. 415 • 331 • 1924

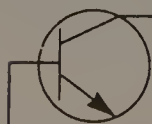
FCC Lic.
PG-12-27083

SHIPSHAPE SHIPS' HUSBANDRY

Maintenance Programs
Brightwork and Finish Work
References Available
(415) 229-1202

OYSTER POINT REFRIGERATION CO.

Design - Sales - Service - Installation
Marine refrigeration specialist! Custom cold plate systems, authorized sales & service for Norcold and Grunert products. We service all major brands of yacht refrigeration.
(415) 468-7736, 350 Glen Park Way, Brisbane, California



44-FT LUDERS YAWL, 1941. Former Naval Academy training vessel. Master Mariner's classic sailboat. Mahogany/fir over oak frames. Volvo MD-11 diesel. Refastened 1985, partially restored. \$25,000 or b/o. (415) 582-0499 or lv msg at (415) 865-5209.

MULTIHULLS

31-FT BROWN SEARUNNER. Open wind. Excellent construction. South Pacific vet. Consider part trade 4-wheel drive. Sac. \$14,000 or b/o. Also 50-ft Piver project. New 4 cyl Isuzu diesel. All or part. Make offer. Call c/o Tideline 459-8433 (lv msg).

40-FT SEARUNNER. Best in class! Professionally built. Epoxy, marine wood. Great liveaboard/offshore cruiser. Beautiful custom interior. Comfortable, fast sailboat. Rod rigging, high quality gear, 6 sails, variety of electronics. Documented/surveyed, built 1985. \$49,000. (206) 297-3246.

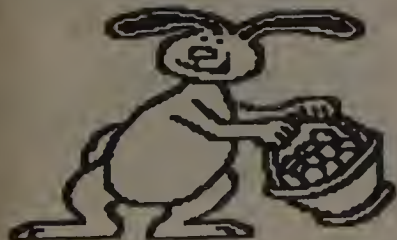
31-FT BROWN SEARUNNER. Best of the best. 9.9 hp o/b, excellent condition. KM, solar, first class joinery, construction, materials, recently hauled, stained glass cabinet front, custom logo on mainsail, well maintained throughout. Ready to cruise. \$20,000. Bob (415) 662-2314.

SEARUNNER 37. Volvo dsl, SatNav, solar panels, wind/water gen., water maker, head, wind vane, refrig., Max Prop, new Doyle main, dinghy & 3.5 hp, cruise equipped. Call for brochure or video. \$35,000. (415) 935-0898.

SEARUNNER 31. Cruising family growing, we need larger boat. This boat is in excellent condition, equipped to cruise with solar panel, dodger, dinghy & safety equipment. Photos, list of extras available. In La Paz now. Airfare deductible from price. \$20,000 or b/o. (415) 865-3510.

CROSS 28-FT TRIMARAN. Spry lady needs caring owner. Lots of work done, needs more. Great bay boat, 10 hp o/b, 4 sails, VHF, DS, inflat., head, sleeps 4 friends. \$4,000/offer. Call (408) 241-5127 eves.

25-FT BROWNSSEARUNNER trailerable trimaran. Built in 1976. Main & 2 jibs, alum. mast & s/s rigging, 7.5 hp o/b. Hauled & repainted last year. Berthed in Alameda. \$4,200. Call (415) 557-5346.



POWER & HOUSEBOATS

34-FT NAUTALINE F/G HOUSEBOAT, 1970. Complete facilities, hot water, shower, Lectrasan treatment system. 250 hp Mercruiser stern drive, 6.5 KVA generator. Sleeps 6, interior refurbished, covered berth at Riverview Marina, Sacramento. \$18,750. (916) 922-5196 (days) (916) 786-6964 (eves).

52-FT WOODEN FISHING SCHOONER. New, heavily built, master & crews cabins, holds, pilot-house & engine room, five water-tight bulk heads, lots of teak & other hardwoods, rebuilt 471, 80% complete, materials to finish. \$175,000, partnership possible. (415) 343-9109.

PARTNERSHIPS

CLARK 26. Wood, full keel sloop, 2 berths, inboard 4. A beautiful wood & teak bay cruiser. 1/2 equity for berth payments in Sausalito. Good deal for right sailor. Call Bob at (415) 386-6808.

1/4 INTEREST IN SANTANA 35 *Don Miguel*. San Francisco berth. Actively raced. Great boat, great partners. (415) 627-7776 days.

PARTNERSHIP IN 42-FT SAILBOAT. 1/4 interest with no entry cost or down payment. \$350/month covers all operating cost, berth, insurance, maintenance, repair allowance, etc. Berthed in Sausalito. "*Camille*" was built in New Zealand as a "gentleman's ocean racer": very fast, very stable, & a nice interior. The boat is well equipped for all kinds of sailing. She was first in the 1990 Danforth PHRO series (spring offshore races for N. CA PHRF handicap). "*Camille*" has gracefully handled up to 10 land-lover guests on business/social cruises of the SF Bay. Must be congenial & considerate person. No screamers allowed to race on boat. Will consider novice sailor with strong interest in sailing. Call Bill Permar (415) 331-7335 or (415) 459-3311.

SEAMANSHIP & STYLE UNDER SAIL can be yours. Classic Rhodes yawl. Strong, fast, lovely, excellent condition. Licensed captain coordinates sail maintenance, available to help entertain clients, guests. (707) 823-9059.

CAL 31. Opening available in 5 person group. Alameda berth. Experienced sailors or willing to learn. Call for details & a trial sail. \$175 per month covers all. Call Mike or Loma at 865-5147.

SAN JUAN 34 SAILBOAT. 1/2 Interest. No entry cost/down payment. \$375/mo. Brand new fully battened mainsail & new jib. Berthed at Schoonmaker Pt., Sausalito. Flexible time. Call Craig (415) 956-5900.

TIME SHARE AVAILABLE ON 30-FT Clipper Marine. Very comfortable boat, sleeps 5, inboard engine, 3 sails, depth sounder, VHF, galley, etc. \$225/month covers berth, maintenance & repair allowance. Exp. sailor preferred but will consider serious novice. (415) 568-5950 (eves).

GALIANO ISLAND, B.C. Quintessential retreat cottage with beautiful bay windows, fireplace, 6' semi-sunken bath. Lovely, comfortable furnishings. 1200 sq. ft. of decks. Situated on 0.92 level acres at Phillimore Pt. among huge arbutus, cedar, fir, hemlock, yew, only 300 feet from oceanside. Excellent moorage. Exquisite year 'round for sailing, kayaking, fishing, hiking. 1/4 share \$25,000 (Cdn). Info by fax or mail (604) 539-2581.

MASON 37. Traditional cutter imported by Hans Christian. 1/3 time-share, purchase option. Radar, Loran, Autohelm 7000, depth, speed, h/c water, color TV, microwave, spacious master stateroom. \$340/month including maintenance, slip, insurance...everything. Experience, references & deposit required. (415) 969-3069.

HAWKFARM 28-FT. Active one-design fleet on the Bay. 1/2 Interest or a 1 year charter fee at reasonable rates. You can race or enjoy just sailing on the Bay. Call 937-7024 & get out sailing.

HANS CHRISTIAN 38, 1981. Well-equipped, located La Paz. Partnership, lease, lease-purchase, sale. I'm flexible, be creative, make me an offer. (916) 656-2176.

MORGAN 38 PARTNERSHIP. Enjoy a well-equipped S.F. Bay or ocean ready cruiser. S.F. Pier 39 location. 1/4 time share for experienced sailors. Includes Loran, VHF, knotmeter, depth sounder, dinghy, complete galley, & many extras. \$300/month. Includes maintenance, slip, insurance, everything. Security deposit. Call (415) 328-2408.

TRADE

TRADE LARGE EQUITY in three bedroom, full basement house, located Portland, OR for 38 to 45-ft cruising boat clear or equity in low pay off boat. Call eves (916) 371-2776.

TRADE PRIME SONOMA COUNTY country home for first class cruising sailboat, 40 to 50-ft. Equity \$145,000, can add cash if necessary. Move your boat into a good investment. Reply to: 4584 Petaluma Hill Rd., Santa Rosa, CA 95404.

26-FT COLUMBIA MKII. Good condition, 4 sails, new o/b. Want to trade, plus cash, for 29 or 30-ft F/G sailboat (Columbia, Cal, Pearson, Ericson or Catalina). Call (408) 253-3985 with details & info.

TRADE EQUITY IN SINGLE FAMILY HOME for 38 to 45-ft sailboat. (408) 378-4790.

SPECTACULAR COASTAL MOUNTAINTOP ranch for your power cruiser or cruising sailboat. \$235,000 equity in small, recently built home on 20 Sonoma coast acres in the Redwoods. Top-of-the-world view of coastal mountains & Pacific Ocean plus 4-stall horse barn, paddocks, pastures, etc. Offered by owner. (415) 662-2237.

USED GEAR

135 GENOA FOR RANGER 27 OR CATALINA 27. (Luff 31.3', leech 27.6', foot 18.1', LP 15.6'). Nearly new - by Hood, \$600 b/o. Cruising design headsail furling gear for Cal 34. Good condition. Surplus due to need to tabernacle, \$600 or b/o. Can be seen in Santa Cruz. Both for \$1,050. (415) 327-8086.

NISSAN/CHRYSLER 100 HP DIESEL w/Borg Warner 3 to 1 velvet drive. Motor all apart. Needs rebuilt. \$600. Call Eric (415) 742-7529.

AVON REDCREST DINGHY, 2 seats, dodger & bag, \$400. Aluminum propane tank, \$75. Sail cover for 19-ft boom, \$50. Fram fuel filter, \$50. Edson control boxes, \$100. Bow rollers 4-inch, \$30. Hustler Ham antenna, \$50. Boarding ladder/rigid, \$40. (408) 395-2542.

GREYMARINE 25 HP GAS ENGINE with reverse gear. See it running. \$250 b/o. (415) 254-9467.

COLLAPSIBLE FISHERMAN storm anchor, 35 lbs. Buy a virgin one at Proper-Tighe for \$460 or get this experienced one for \$175. Which one do you really want? Use it with this West Marine 9.6 Inflatable, excellent condition, \$425. Call Craig 547-2599.

CUSTOM ALUMINUM GIMBALLED pipe berths (x4), \$100 each. 2 Barient Titanium #35 with coffee grinders, \$3,000 each. Elliot 6-man canister liferaft, late 1989 with teak chocks & strap, \$3,000. Pelican paddle boat, \$550. (415) 522-2684, 522-8645.

TWO SAILS: Main for Cal 31. Luff 35', foot 12' with 2 reef points, Cunningham, \$225. Near-new main. Luff 23', foot 13'. In great condition, \$375. (408) 475-0239, 688-2961.

FORD LEHMAN 4 CYL DIESEL ENG. Great condition, low hours, with control panel, alternator, etc. Hurth v-drive trans. Sell, trade, all offers considered. 365-8686 days.

CRUISING GEAR: Ham radio, \$450. Honda 1800 watt generator (new), \$600. Honda 12 volt 40 amp generator, \$400. Taylor diesel cabin heater w/fu & weather top (new), \$450. 200-ft 5/16" chain, \$200. Call Gene (408) 263-7633.

LEE'S BOAT DETAILING

WASHING • WAXING • POLISHING • OILING
Keeping you proud of your investments
(415) 794-9863

WATERFRONT POSTAL CENTER

Postage • Message Service • UPS • Parcel Post
Copy Service • Package Wrapping
24 Sand Island Road, #27, Honolulu, HI 96819
(808) 842-3084 Carol Post

SAIL ALASKA

Cruise the Southeast Alaska Wilderness
Bareboat and Skippered Charters. Gene Buchholz, Captain
Waltzing Bear Sail Charters (907) 747-3608
4600 Halibut Pt. Rd., Sitka, AK 99835

OFFSHORE CRUISING SEMINARS

Ocean 71 Ketch "*MAKANALANI*". Departing weekly Sausalito. Seamanship, Navigation, Sail Handling. Sail aboard proven offshore sailing ketch "*WHITBREAD 1972-73*" and experience the thrill of leaving the freeways and television behind. Licensed Captain, insured.
Capt. Tony Clarke, (707) 762-5341



DOUG SHOTTON

MARINE SURVEYOR

P.O. Box 121
El Cerrito, CA 94530

Telephone
(415)
235-6679

THIS CAN BE YOU

BRINGING YOUR MESSAGE TO THOUSANDS OF *LATITUDE 38* READERS
\$45.00 per month for up to 40 words in this space.
To tell the sailing world about your services and products,
Send text to *Latitude* by the 18th of the month, or call (415) 383-8200 for more info.

LOTS OF GOOD STUFF: CNG range, bottles, regular, Danforth & Fortress anchors, rode, Alu mast, boom & rig (I=55, E=17), spinnaker poles (J=21-ft, can be shortened), 3 spinnakers (1/2 oz., 2 of 3/4 oz.) Martec 18 x 11 x 1 folding prop, Lewmar winches, 40's through 65's, SS 256 gal fuel tank, new Datamarine depth, knot/log w/ repeater, wind point & speed, Zodiac & Suzuki o/b, rebuilt Perkins 4-154 bobtail w/full instruments & dual Racors, MOB poles, Edson pedestal, wheel & quadrant. (415) 893-4238 (after 7 pm).

USED AVON REDCREST. \$295. (415) 457-2117.

MISCELLANEOUS

YOUR OWN 24 X 36-FT SHOP with power tools plus completely furnished living area in Bay Area boat yard. \$6,950. (503) 783-2051.

"I SURVIVED A TEHUANTEPECKER" SWEAT-SHIRTS, M/LG/XLG, \$15.99 + shipping. "Panama Canal Passage Gourmet Cookbook", \$5.95. Call to order (408) 972-2729.

WATSU IS ... FOR WATER LOVERS. Freedom in water, relax, enjoy, floating, gentle stretching, accupressure, support, nurturing, just being. A unique approach to body work by a certified massage & watsu practitioner. Experience it. Call Basia (415) 601-8177.

SURPLUS BOAT BOTTOM PAINT: hard, red vinyl anti-fouling bottom paint. Mfg. Woolsey 72% copper. Our price \$50/gal. Reg. price \$180/gal. Also black vinyl available. Other mfg. available - Int'l Micron CSC. Our price \$50/gal. Reg. price \$214/gal. (415) 588-4678.

SINGER #107 SEWING MACHINE with puller. Excellent condition - perfect for sewing sails & covers! \$800. (415) 347-0795.

CHARTER 50-FT FIBERGLASS CUTTER based in Seattle. Available for up to six weeks. Puget Sound, Canada, Alaska. Equipped for NW cruising with diesel range, ample fuel & water. Prefer longer charter, require experienced skipper. \$1,500/week. Charter references available. (206) 932-6681, (206) 522-5425.

BRAND NEW - 50' X 7" X 5" SITKA SPRUCE MAST. Internal elec. wiring, box section, single spreader setup. Some hardware available. \$3,000 carry out or we can adapt it to your boat. Call Mike Haley, (415) 232-5800.

UNLIMITED SAILING CLUB MEMBERSHIP at Club Nautique. Several benefits include free use of trainers (25-ft sailboats) & sailing classes that can be repeated as often as you like. ASA certified. \$1,900 b/o. Call Brad (206) 781-9132 (eves).

GREAT BOATS CHEAP! Fun clean boats 20 to 30-ft ready to sail away with all C.G. required equip. Some with slips, some with trailers. Not a brokerage, private party. Call Jim 365-8686 (days), 369-6874 (eves).

FOULIES REPAIRED. Get them repaired before the new season starts. Knee & seat patches, zippers replaced & restitching. Call Ava (415) 526-6724.

CLUB NAUTIQUE - couple unlimited membership. \$3,675 value for only \$3,200. Savings of \$475. Call Liz (415) 426-9094.

FLEMING "MAJOR" WINDVANE (new in box) for up to 60-footer, \$2,300. 30-ft forespar mast w/ boom (complete), S/S bow roller, Quest 30A 3 bank charger, S/S radar bracket, (2) Lewmar 43C winches, (2) Lewmar 16C winches, 550-ft 5/16" ht galvanized C-4 chain (new in drum), nylon anchor rode 250' x 5/8", 25# CQR, Plath manual windlass, much, much more. (415) 683-0801 (days), (415) 933-8480 (eves).

RENT LIVEABOARD 40-FT SAILBOAT. Natural, nautical, aquatic ambience free. Quiet Sausalito berth. Views of the city, seals, Tam, Tiburon. Just remodeled classic cruiser, all wood, spacious salon. Your own cabin, phone, parking, available. \$350/month. (415) 995-2346.

SAVE MONEY ON SLIP FEES - responsible boat sitter with references. Call me & discuss any situation. (415) 456-6861.

A NEW LEWMAR WINCH - 43C - never used. List price \$900, asking \$600. (415) 829-9080.

SURPLUS BOATS - Newport 28, Santana 22s, Cal 20s, Venture 22, 13-ft Butterfly, & much more at low, low prices. Call Rob (415) 642-4000.

SHOP SPACE IN SAUSALITO. For woodworker or ... up to 500 sq. ft. Price nego. w/sq. ft., etc. (415) 332-2500.

WANTED

36-YRS OLD CAPTAIN, relocating from New England, seeks work on yacht/sportfish. Intelligent, hardworking, honest - would love to maintain your vessel in Bristol fashion. Have 100-ton license, call for resume & refs. Captain Evan (213) 494-6810.

PUVIEUX 47. (aka Freedom, Formosa, Sea Lion) by pvt party. Any location. (714) 925-9386.

ANCHORS WANTED: 60 lb CQR, 55 lb Herreshoff. Also wanted: barometer, 12 volt radar detector, Firdell Blipper, & misc. cruising gear. (415) 769-8678.

ISLANDER 30 MKII, 1974-78. Prefer settee interior, basic rigging, tiller, white gelcoat. No other boats, please. (415) 928-1722.

LOCAL YACHT CLUB seeks used El Toros, Lasers, and/or F.J.s for use in summer junior sailing program. Will pay market prices or you can make tax deductible donation. Call (415) 865-2108 if you can help.

MONITOR WINDVANE for 40-ft sloop. Must be in good condition. (916) 989-0815.

ICOM M-700 SSB & TUNER, cash buyer. Call Steve (415) 475-0755 (w), 339-3545 (h).

WINDVANE SELF-STEERING servo-pendulum type. Aries or Monitor. Nicholas (415) 548-1568.

2 BARIENT 28'S, swap 3-speed Lewmar 44's. Want Shipmate LPG with overhead oven. (415) 523-9011.

MATURE, EXPERIENCED SKIPPER to pay dock fee for nearly unlimited sailing of absentee owner's Ericson 38. Berkeley Berth. \$280/month. One year commitment. References required. (208) 939-2426.

EL TORO BY CABALLERO for a reasonable price. Will consider other brands if in good condition for racing. 235-7830.

RDF. Portable, must pass survey. Call (707) 224-1969 (7 to 9 pm).

CASH FOR OUTBOARDS! Wanted any condition, working or not, will pick up. Will pay cash. Call Rudi 365-8686 (days), 365-9475 (eves).

BERTHS & SLIPS

LIMITED OPPORTUNITY. A few berths are available on beautiful, quiet Tomales Bay at the Golden Hinde Marina. 15-ft to 33-ft slips from \$48/month. Restaurant/bar, boat ramp, fishing pier, gas, storage. (415) 669-1389.

PIER 39, D 13 DOCK, 40-ft monthly lease \$275 on a one year lease. Call (213) 622-5033, (818) 347-3778 (eves).

85-FT END-TIE DOCK. Emeryville Marina. Near Bay Bridge & close to mid-bay action. Nearby shopping & eating. Excellent aesthetics & privacy. Two electric & phone hookups plus water. Lease at \$425/month or will sell. 549-9715.

PIER 39, 36-FT SLIP FOR SALE. \$25,000. Make an offer to motivated sellers. Call Doug 397-6700 (days).

CREW

DELIVERY, CHARTER, OR INSTRUCTION. Licensed, bondable captain offers reliable seamanship in sail or power, large or small, anywhere, anytime. (707) 823-9059.

WANTED: ENTHUSIASTIC, FUN LOVING LADY with a sense of humor for a 1940 vintage world traveller on a Chance 37 racer/cruiser. Write Yacht "Takapuna," Metsel Marina, P.O. Box 231/232, 47800 Marmaris-Mugla, Turkey.

FREE SPIRIT/DREAM WEAVER, male, age 46, seeks SPOOS (significant person of the opposite sex) to share the sailing life on S.F. Bay aboard a 40-ft sloop, berthed in South San Francisco. (415) 583-5763.

CREW TO MEXICO. Put a little adventure in your life sailing a Catalina 36 from Seward, Alaska to Mexico departing about 1, August. Go part or all the way. Write Mike Gartland, P.O. Box 210141, Anchorage, Alaska 99521.

CREW WANTED FOR 505 RACING DINGHY. Experience in high-performance dinghies preferred but not mandatory. 235-7830.

UNENCUMBERED MAN, 40, attractive, slim. Seeks similar female to help outfit yacht & sail to South Pacific. Desire more important than experience. Reply to: Box 194, P.O. Box 4020, Alameda, CA 94501.

FEMALE FIRST MATE SOUGHT. Sail to Mexico & beyond on 45-ft ketch. Local day sailing to get acquainted, later southern Mexico with stops enroute providing free medical care to villagers as time & inclination permits. (participation not required). M.D. taking sabbatical leave, Anglo, 59, N/S, 5'10", 180, spa-trim, Spanish-speaking, world-traveled seeks feminine, pretty 25-40 yr old, trim, healthy, stable, sweet-dispositioned, sensitive, intelligent, playful, outgoing, sensual & seaworthy. Pluses are: cooking, singing, guitar-playing, dancing, scuba & sailing ability - but the latter can be taught. Write about yourself stating your interests, skills & experience. Phone number & photo appreciated. P.O. Box 1664, Los Gatos, CA 95031-1664.

NEED CREWMAN? WM, world traveller, educated, adventurous, independent 49, available now for long-term cruise, Atlantic, Bay, some coastal experience, A.S.A. Bareboat rating, ace mechanic, proficient cook, non-smoker, athletic, PADI scuba & windsurfing instructor. Call ASAP. (916) 529-5574.

SON (8) & SINGLE DAD (55) will trailer 22-ft to & sail Mar de Cortez for yet another Outrageous Adventure 27 April till going home sounds good. Wanna come along? Be N/S, able to laugh, non-Republican. Call Tom (408) 353-1665.

MARINE DIESEL ENGINE SEMINAR

Learn how to operate, maintain, and repair your diesel engine. Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system, diagnosing problems and making repairs. Programs held on Saturdays. For more information, phone Technical Education Institute, (415) 233-3623.

BOAT DELIVERIES

Sail or Power
Coast Guard Licensed - Certified by American Sailing Association
in Sail Instruction and Navigation
Capt. Terry Osborne (415) 331-5605

YACHT REPAIR

Fiberglass Work • Blister Repair • Wood Repair
Expert Paint & Varnish Work • Decks Refinished
All Work Guaranteed Reasonable Rates 15 Years Experience
(415) 331-9850

MARINE SURVEYOR

ROBERT COUNTS
Serving the Bay Area & Delta
(415) 990-7100 or (415) 649-1010

WESTWOOD SAILS SAUSALITO

cruising sails
& repairs
67 Libertyship Way, Sausalito 331-7137

ENJOY THE ULTIMATE IN SLEEPING COMFORT

100% Wool Batting • Custom Fitted • Futon Mattress Pad
Order your Futon before April 1 and take 30% off fitted sheets.
Maximum, 2 sheets per order. Brochure/information.
Tailwind (415) 521-4310, 2236 Mariner Sq. Dr., #24, Alameda 94501

I'VE SAILED OUT BEYOND the G.G. Bridge in my 16-ft fixed keel Balboa & now would like to experience sailing the bay in your larger boat & short offshore trips in mine (or yours). I plan to sail Lake Tahoe/other CA lakes this summer. SWF, tall, slim, 54 & need someone more experienced than I am to teach me all you know. Call Jan (415) 532-6105, P.O. Box 637, Alameda, CA 94501

CATALINA RACE - 1991. This is a great, safe opportunity for a bay sailor to get valuable offshore experience on a fast, modern comfortable fully equipped race boat with an experienced USCG licensed skipper. Cost should run \$1,100 - \$1,300 down & back (optional) plus a \$500 refundable deposit. Let's do it! Call for details (415) 581-9987.

DEPENDABLE CREW AVAILABLE for weekend cruising or racing. Over 15,000 miles offshore but limited racing experience. Knowledgeable, fit, 34 & real easy to get along with. Will help with light maintenance. Prefer city-front based boat. Call George (415) 771-7618.

WIFE WANTED who would like romance, sailing, & adventure on my 35-ft well-equipped Trimaran. Leaving Corpus Christi, Texas in April to cruise Gulf of Mexico, Caribbean & beyond. Must be non-smoking, no drugs, Christian lady. Don't miss the boat for the right lady, no bimbos need apply. I will send pictures & references. 45+. c/o Gene - Bill, C., 3469 West Benjimon Holt #477, Stockton, CA 95209.

VACATION RENTAL

HOLLOWAY HOUSE. Savour the modestly baronial delights of Holloway House, replete with comfortable, lovely furnishings, a magnificent soapstone fireplace, & our acclaimed breakfasts. Surrounded by decks & private grounds with ocean view, we are only minutes from Sturdivant Bay. Open year 'round, by reservation only, please. Amex accepted with pleasure. Complimentary pickup & return to any Galiano dockside. Burrill Road, Box 190, Galiano, B.C. VON 1P0, (604) 539-2581, Fax (604) 539-3090.

BUSINESS OPPORTUNITIES

WELL-ESTABLISHED, PROFITABLE, San Francisco Bay Area marine company retiring. Specializing in refrigeration, air conditioning & water making sales & service. Master dealers for national manufacturers. Experienced staff, excellent reputation & established clientele. Negotiable terms. Box 783, Sausalito, CA 94966. (415) 235-4411.

JOB OPPORTUNITIES

SCANMAR MARINE, SAUSALITO. Full time office person. Despite tough times, our windvanes are selling well all over the world & our office is expanding. We need someone with good secretarial skills. Typing is a must & word processing experience & some general computer knowledge desirable. The ability to handle detail is essential. Lots of variety in a friendly, informal atmosphere. If sailboats & cruising are your interest, this is as close as you can get to it & still work in an office. Send resume & letter outlining your past experience to: Jane, 298 Harbor Drive, Sausalito, CA 94965.

FEMALE CAPTAINS TO TEACH SAILING COURSES. San Juan Islands & southern California. Also, female owners, 35-40-ft sailboats, to charter same while sailing as captains or crew. Please contact Sherry Jagerson, (203) 227-7413, Women's Sailing Adventures, 39 Woodside Ave., Westport, CT 06880.

YACHT CAPTAIN, part time only, evenings & weekends, April through December, 100 ton with radar endorsement. Send resume to Hornblower Dining Yachts, Attn: Crew Services, Pier 3 Ferry Santa Rosa, The Embarcadero, San Francisco, CA 94111.

SAILING INSTRUCTORS. Club Nautique is now hiring experienced instructors to teach all levels for our excellent program. Applicants should be adept sailors & good communicators. We have a great fleet, two locations & lots of work for competitive wages. Call Gus Conklin (415) 865-4700.

STEM TO STERN MARINE SERVICES is a full service maintenance & repair company. One position (full-time) open for a skilled worker. Duties range from boatwashing, polishing, paint & varnishing to fiberglass, gelcoat, wood, plumbing, electrical & mechanical repairs. Dependable transportation is required. Skills & experience will determine salary. If you are a conscientious & energetic person with a good work history & a love for boats, contact Mike at 368-2872 for an appointment, or send resume to 635 Bair Island Rd., #110, Redwood City, CA 94063.

TOO LATE TO CLASSIFY

50-FT TRIMARAN, 1,000 sq. ft. flush deck, steel cross-arms, 17 watertight compartments, 11 sails, diesel, hot running water, refrigerator, television, etc. Good liveaboard, sleeps 6, strong, fast, Emeryville slip. Call Jesse (408) 688-3674 or Roland (415) 420-6967.

(CA) ISLANDER 36-FT, 1979. Excellent all-weather racer/cruiser. Radar, Autohelm 5000, Signet instrumentation, VHF's, Perkins 4-108, North sails and spinnakers, 10- winches, custom teak/oak interior. Well maintained performance cruiser. Morro Bay slip, or will deliver. \$46,900. Call Ted (805) 528-5070.

TAKE THE KIDS CRUISING. I'll teach school aboard. Adventurous, enthusiastic, attractive credentialed teacher and experienced, capable sailor currently skiing in Tahoe can depart anytime soon for anywhere warm and breezy. Contact Jamie, Box 3495, Olympic Valley, CA 95730, (916) 581-4708.

TRADE WANTED. Well-maintained Santa Cruz 27 with trailer, near-new paint and rigging, looking to trade for 29 to 32-ft affordable, rapid, cruising yacht with headroom, head and kitchen, prefer aft cabin. Call Jim (503) 285-3020.

GAY BOATERS - The Barbary Coast Boating Club is the gay yacht club serving Northern California. Call (415) 835-3658.

TIME SHARE - A superbly-maintained 32-ft cruising boat with none of the hassles and worries of ownership. Volvo diesel, h/c pressurized water, propane oven and range, VHF, depth, knot, battery charger, dodger. \$250/month for 1/4 time or \$450/month for 1/2 time. Call about my 1982 Pearson 323 located at Emery Cove Marina (415) 254-1892.

CORONADO 30, 1974. Palmer 4-cyl gas engine, two jib sails, dodger, compass, alcohol stove, VHF radio, sleeps 6, very clean and well maintained, recently hauled out, ample headroom, good bay and delta boat. \$18,000. (415) 763-9960.

24-FT SPARKMAN STEPHENS "RAINBOW". Plastic Fantastic Concours D'Elegance winner. Lovingly restored with new LPU and sails. Powered by Evinrude 4. Perfect beginner boat. Rigged to single-hand. Must sacrifice. Will sell for best offer. (415) 921-1820.

CENTURION 42, 1987. Two 1/4 partnerships are available in this luxurious yacht built by Henri Wacquez. Sausalito berth, professionally maintained, all amenities, like new condition. Two professionals looking for 2 more experienced sailors. Call Gordon for details (415) 653-5727 (eves).

REMEMBER!
The classified deadline
is always the 18th of the
month prior to publication,
even if it is a Sunday or holiday.
Ads received past deadline will be
held until the next publication
unless otherwise noted on the ad.



HELPERS MARINE MAINTENANCE: Woman-owned, varnish, painting, sanding, waxing, cleaning, woodwork, caulking, etc. Part/full time top quality work, excellent long-term opportunities for right people. No smokers, drinkers, druggers, loafers. References, professional attitude, positive, energetic, \$6-10/hr. (415) 601-1910.

OFFSHORE CRUISING SEMINAR

Exciting 20-hr weekend courses covering: Cruising Medicine, Outfitting, Finances, Provisioning and more! John Neal and Barbara Marrett look forward to sharing the most up-to-date info. Seattle: Mar 23 & 24, Friday Harbor: Apr 13 & 14, San Francisco: Mar 9 & 10. Armchair Sailor, 1500 Westlake N., Seattle, WA 98109, (800) 875-0852.

FISH CABO SAN LUCAS OR LA PAZ

\$250 per day, \$1,500 per week, for 4 persons
40-ft Cheoy Lee Trawler sleeps 4 persons, private bath, air condition, fishing gear, captain & cook.
Call Lynn (415) 453-3366, or Barry (714) 980-8374

RICHMOND YACHT HARBOR, LTD.

(privately owned marina) 320 W. Cutting Blvd., Richmond, CA 94804 (415) 235-1176
Approx. 6,000 sq. ft. industrial bldg/adjacent land & water access - Very Reasonable!
Berths by Boat Lengths - Deep Water
- near San Rafael Bridge -

MARINE SURVEYOR

JOHN HALLANDER, P.E.
• Sail and Power • Fiberglass, wood, metal • 40 years experience
• Free phone consultation • No travel charge • 24-hr. service available
Pt. Richmond (415) 237-8412
Bethel Island (415) 684-2698

PUT YOUR BOAT TO WORK!

OCEAN ADVENTURES in Sausalito currently has openings in our charter fleet for five boats in the 35-ft to 50-ft range. Must be within five years old and in excellent condition.
Good income, professional management.
Call (800) 922-4874

ION ELECTRONICS, FRIENDLY SERVICES

All electronics on board Service, Sale & Installation
Call anytime for Free Estimate & Consulting
European Quality Electronic Services at Economy Rates.
7 days/week available Phone (415) 948-6730





(415) 332-9593

71 LIBERTY SHIP WAY
SAUSALITO, CA 94965

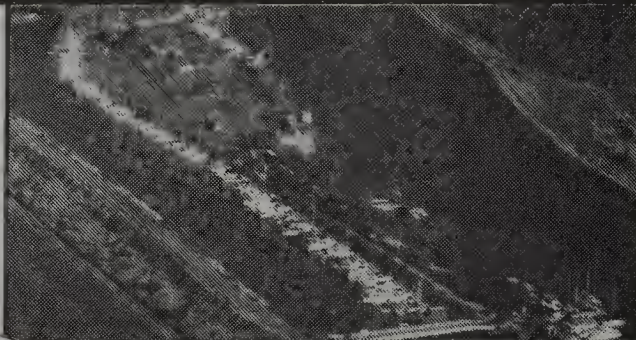
**CUSTOM CANVAS
&
CUSHIONS**
interior/exterior

CANVAS REPAIR
AND CLEANING
*same day service
for most repairs*

Free Estimates

BRUNO'S ISLAND

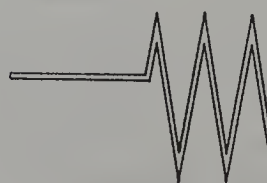
First rate,
protected
deep draft
moorage
in the
heart of
the Delta



BRUNO'S
Island

(at Light 41 on the San Joaquin River).

1200 W. Brannan Island Rd.
Isleton, CA 95641 **(916) 777-6084**



SPARKY MARINE ELECTRICS

Electronic and Electrical Sales and Installations

Custom Electrical Panels • Ample Power Dealer
Apollo Diesel Generators • Solar Panels
Alpenglow Lights and Much More!

Mailing Address:
3020 Bridgeway #443
Sausalito, CA 94965

Located in Sausalito in the
Schoonmaker Building, #160
(415) 332-6726

SPEED SAILING'S

EL TORO

A LOT OF BULL FOR THE BUCK



Speed Sailing Specialties, Inc.
1813 Clement Ave.
Alameda, CA 94501
(415) 521-0444

HEWETT

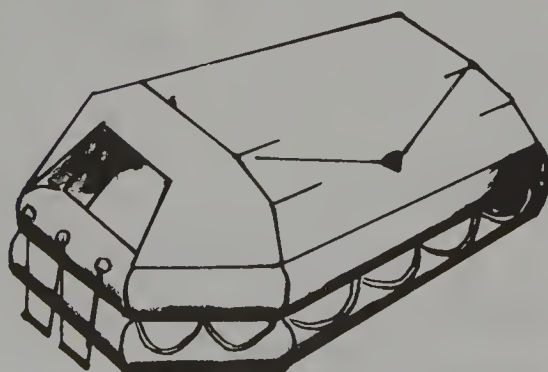
USCG APPROVED TESTING FACILITY

**SALES • SERVICE
REPAIRS • RENTAL • REPACKING**

OF

USCG, SOLAS, COMMERCIAL,
YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS
INFLATABLE BOATS**



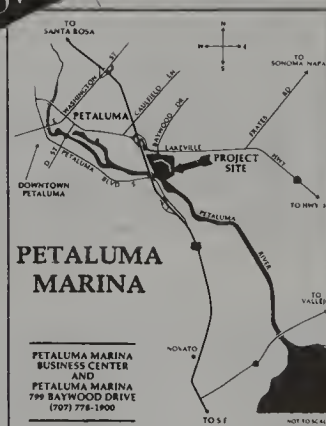
MARINE COMPANY

555 SELBY STREET

SAN FRANCISCO, CALIFORNIA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

NOW OPEN!




**PETALUMA
MARINA**

- 190 berths, ranging in size from 22-40' plus end ties.
- Competitive berthing rates.
- Free public launch ramp.
- Great access from San Pablo Bay, located on scenic Petaluma River.
- 1-1/2 miles downriver from historic Petaluma downtown.

CITY OF PETALUMA
Baywood Drive at Lakeville
(Hwy 116 Offramp-Hwy. 101)
Petaluma, CA 94954
(707) 778-4489

sally lindsay's

SPINNAKER SHOP

palo alto  calif

PRECISION SAILS

full service loft

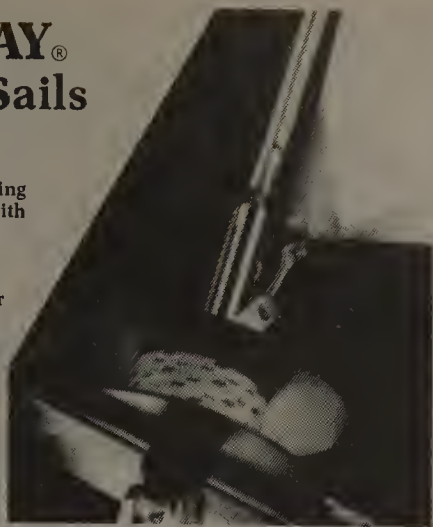
921 E. Charleston Road • Palo Alto
CA 94303 • (415) 858-1544

ROLLER-STAY® for Hank-On Sails by MARINER

The Roller-Stay is the only furling system in the world that works with your existing hank-on sails. It doesn't need a tunnel luff extrusion and neither do you.

In fact, hank-on sails are better for most sailors. Why? Because they remain attached to the headstay throughout a sail change. That makes foredeck work safer, requires less crew and gives you peace of mind.

So don't change your hank-on sails, improve them with a Roller-Stay.



2280 Shasta Way 106, Simi Valley, CA 93065 (805) 522-9091 • Fax (805) 522-6218

REFRIGERATION, WATERMAKERS & INVERTERS FOR POWER & SAIL

25 Years Experience Factory Authorized Technicians

- Grunert • Marine Air Systems •
- Adler Barbour • Trace •

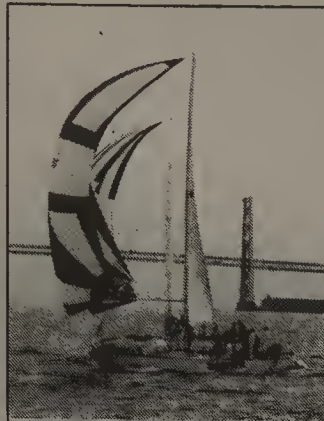
See The New 80 Gal Per Day 12V Watermaker
by Recovery Engineering

NAU • T • KOL (415) 235-4411

320 A West Cutting Blvd.

Richmond, CA 94804

SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!



The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and as training aids, or will be sold to advance the instructional program.

DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!

For additional information and free brochure, call or write:
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.
P.O. Box 327
Vallejo, CA 94590
(707) 648-4216



LIST MARINE INC.

69 Liberty Ship Way • Sausalito, CA 94965

- Complete Marine Engine Service
- Authorized **Perkins** Dealer
- WE SERVICE ALL MAKES
- Used and rebuilt Engines From 1 to 8 Cylinders

(415) 332-5478

**NORTH
BEACH
MARINE
CANVAS**

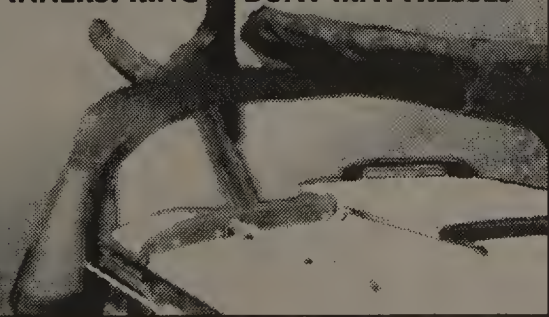
IN
SAN FRANCISCO
543-1887

49 Lusk S.F. CA
NEAR SOUTH BEACH

WINTER RATES

DODGERS
CUSHIONS
INNERSPRING

DELTA CANVAS
ALL KINDS
BOAT MATTRESSES



Saturday
Appointments

Rigging

Furler/Hydraulics
Standing/Running

10% OFF Furlers with Free Installation

(415) 331-3268

1001 Bridgeway #184
Sausalito, CA 94965
FAX #(415) 332-9197

Apdo. 9 Puntearenas
Costa Rica
(506) 61-06-52

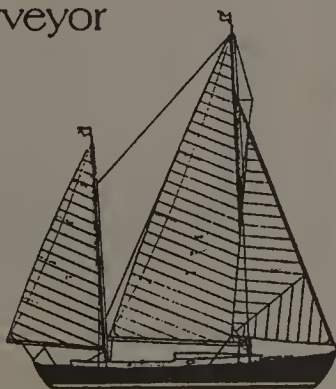
KENT PARKER

Marine Surveyor

- Purchase Surveys
- Trip Survey
- Appraisal of Damage
- Casualty Reports
- Mast Surveys

P.O. Box 2604 San Rafael, CA

(415) 457-5312



R E P A I R S

R E P A I R S

R E P A I R S

HAYNES SAILS

A full service sail loft



70-U Woodland Avenue

San Rafael CA 94901

(415) 459-2666

TRAILERABLE SAILBOAT SHOW!

AT STOCKDALE MARINE

• OVER 60 BOATS ON OUR LOT •

Catamarans

Maxi-Trailerables

Traditionals

Dinghies

Inflatables

Daysailers

Ultra Lights

Sloop Rigs

Cat Rigs

Cruisers

Tenders

Racers

In: SACRAMENTO

When: MARCH 2-9

9:00-5:30 Daily • Closed Sunday

Stockdale Marine

• Montgomery Sailboats & Dinghies • O'Day/Cal Sailboats • Mariner Outboards • Prindle Cats •
• Specializing in Trailerable Sailboats • Over 50 Boats on Display •
4730 MYRTLE AVENUE, SACRAMENTO, CA 95841 • (916) 332-0775

ADVERTISER'S INDEX

ABC Yachts	13	Club Nautique	35	Intrepid Marine	133	Oceanic Boatworks, Inc.	71	San Diego Yacht Charters	106
ABC Yacht Charters	132	Coastline Canvas	73	Island Cruising Charters	130	Olympic Circle Sailing Club ...	40,61	San Juan Sailing Charters	132
Allstate-Quan	70	Corsair Marine	38	J-Boats West	24	Omni Security	119	Set Sail Yacht Charters	106
American Battery	106	Cruising Design	57	JP Boatworks	167	Oyster Cove Marina	72	Scanmar Marine Products	74
Alta Marine	68	Cruising Seas Delivery	132	Johnson-Hicks	60	Oyster Point Marina	26	Scan Marine Equipment	74
Bailiwick Sails and Canvas	54	Cruising World Pacific	11,171	Kappas Marina	42	Pacific Coast Canvas	8	Schoonmaker Point Marina	115
Ballena Bay Yacht Brokers	69	Desolation Sound Charters	130	Kensington Yacht	22	Pacific Marine Exchange	70	Shore Sails	48
Ballena Isle Marina	175	D'Anno Sailing Co.	41	Konocti Cup	29	Pacific Yacht Imports	56	Singlehanded Sailing Society	18
Bay Bridge Yachts	171	DETCO	64	Larsen Sails	75	Parker, Kent, Surveyor	167	Skyline Charters	130
Baytronics	46	Downwind Design	166	Leading Edge Sails	66	Parker, Kermit	173	Sabstad	125
Bay Riggers	52	Downwind Marine	107	Lee Sails	58	Passage Yachts	4,5	South Beach Harbor	16
BC Navigation Center	43	Dunlap Boats	115	List Marine	167	Passport Yachts	171	Sparky Marine Electrics	166
Bellhaven Charters	133	Eagle Yacht Sales	21	Marin County Boatworks	12	Pelafoam	48	Speed Sailing	166
Benicia Marina	64	Edgewater Yacht Soles	173	Marina Palmira	115	Penninsula Canvas	40	Spinnaker Shop, The	166
Berkeley Marina	60	Edinger	51	Marin Yacht Sales	174	Peninsula Marine Services	40	Sports Video Hotline	48
Big O Adventure Charters ...	132,133	Edson	32,33	Marina Village	50	Penmar	133	Spar Brite	119
Boater's Friend	42	Emery Cove Marina	58	Mariner Products	167	Performance Charters, "Ralphie" ..	115	Starbuck Canvas	62
Boettcher & Murray	8	Farallone Yachts Sales	21	Mariner Sq Yachting Cntr	20-24	Petaluma Marina	166	Stockdale Marine	
Boy Scouts - Old Baldy Council ...	54	For Racing Sailors Only	64	Marion, Sails by	12	Pettit Points	60	& Navigation Center	168
Boy Scouts - San Francisco	169	Fortman Marina	25	Maritime Electronics	28	Pettit-Morrey	48	Stone Boat Yard	59
Boy Scouts - Stanford	46	Fraser Yachts'	169	Maritime Store, The	62	Pineapple Sails	3	Sunroad Resort Marina	106
British Marine	40	Gianola & Sons	42	Maryland National Bank	67	PMS	119	Sutter Sails	26
Brisbane Marina	68	Glen Cove	173	McGinnis Insurance	66	Port of Oakland	62	Svensen's Boat Works	27
Bruno's Island Resort	166	Golden State Diesel	106	Meridian Yacht Sales	172	Port Sonoma Marin	9	Tedrick-Higbee	17
Cabrillo Island Marina	107	Gorman, Bill, Yacht Sales	15	Metal Design	72	Positive Strokes Rowing	72	Tiburon Yacht Club	17
Cal Berkeley	143	Gove's Cove	172	Metal Magic	58	Premier Yacht Sales	170	Tradewind Instruments Ltd	26
Cal-Coast Marine	14	Grand Harbor Fuel Dock	66	Monterey Bay Fiberglass	72	Proper Tighte	36	Tradewinds	
Cal-Marine Electronics	73	Grand Marina	2	Moorings	131	Proper Yachts	132	Sailing Center	30,45
Cass'Marina	12	Gulf Islands Cruising	133	Napa Valley Marina	171	Pryde, Neil Sails	62	Trask, Don, Yachts	24
California Custom Canvas	56	Harken	34	Nau-T-Kol	167	Quantum West	119	United Yachting Ventures	170
Calif. Maritime Academy	167	Haynes Sails	162	Navico	76	Questus	31	Vallejo Marina	143
California Yacht Marina	106	Helmut's Marin	10	NCMA	18	Railmakers	70	Village West Marina	48
Capital Workshop Insurance	68	Helms Yacht Sales	20,38	Nelson's Marine	176	Rex Yacht Sales	172	Voyager Marine	143
Carroll Marine	63	Hewett's Marine	166	Nor Cal Yachts	23	Richmond Boat Works	53	West Marine	77,78,79
Charter 'Ralphie'	115	Hogin Sails	65	Nor Pac Yachts	171	Richmond Marina Bay	56	Westwind Precision Details	42
Chula Vista Marina	107	Hood Sailmakers	10	North America Yacht Sales	172	Richmond Yacht Service	169	Whole Earth Access	37
City Yachts	19	Integre Marine	39	North Beach Canvas	167	Rogers Electronic Service	74	World Yachts	47
		International Paint	49	Northern California		S.F. Boat Works	54	Yacht 'Mele Makani'	170
		Interphase	44	Spring Boat Show	18	Sail Exchange	42	Yacht 'Yankee III'	170
				North Sails	6	SAMS	48	Yachtmatch	11,171
				O'Neill's Yacht Center	7	Santa Cruz-Santa Barbara Race ...	29	Yegen Marine	20
						Sausalito Cruising Club	12	Z-Spar	46



Fraser Yachts

**The Bay Area's
International
Yacht Brokerage Firm**

NEWPORT BEACH, CA 92663

3471 Via Lido - Box 2268
(714) 673-5252 • Fax: (714) 673-8795

SAN DIEGO, CA 92106

2353 Shelter Island Drive
(619) 225-0588 • Fax: (619) 225-1325

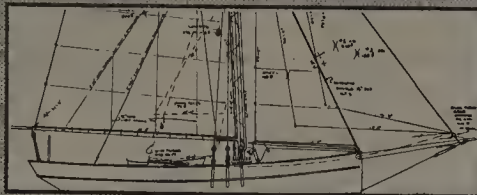
SAN FRANCISCO BAY

320 Harbor Drive, Sausalito, CA 94965
(415) 332-5311 • Fax: (415) 332-7036

SEATTLE, WA 98109

1205 Westlake Avenue North
(206) 282-4943 • Fax: (206) 285-4956

42' CLASSIC GAFF-RIGGED CUTTER. 50 hp diesel aux. Completed 1982. Well equipped for deep water cruising or charter. Beautiful interior. Asking **\$119,000.**



32' PEARSON SLOOP. Blt. 1982. Diesel aux. Wheel steering. Super clean inside and out. Ideal fast and roomy family Bay boat. **\$34,900.**

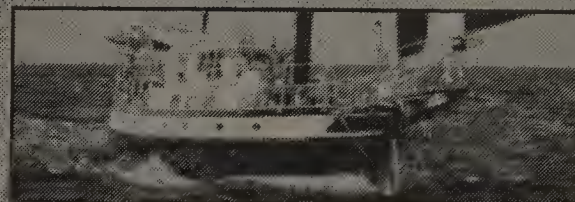


73' MOTORSAILER.
Hardwood built
New Zealand 1949.
Beautiful condition.
3,000 range.
Four cabins.
Fully equipped.
Just reduced to
\$250,000.



37' TAYANA Cutter. Outstanding cruising boat prof. maintained. Blt. 1977. Loaded with gear. Ready for a luxury circumnavigation. Priced to sell at **\$85,000.**

DAVE SHELDON
KEONI WARINNER
LINDY LINDQUIST



60' CUSTOM P/H Ketch, blt 1987. Arrived Sausalito from New Zealand sailing singlehanded! Incredible equipment. Workshop, chart room, galley, bathtub, lg aft cabin, more!

CALL THE SAN FRANCISCO BAY OFFICE • SAUSALITO • (415) 332-5311

Rigging Specialists

We are experts at solving your rigging & deck layout problems.

Complete Chandlery

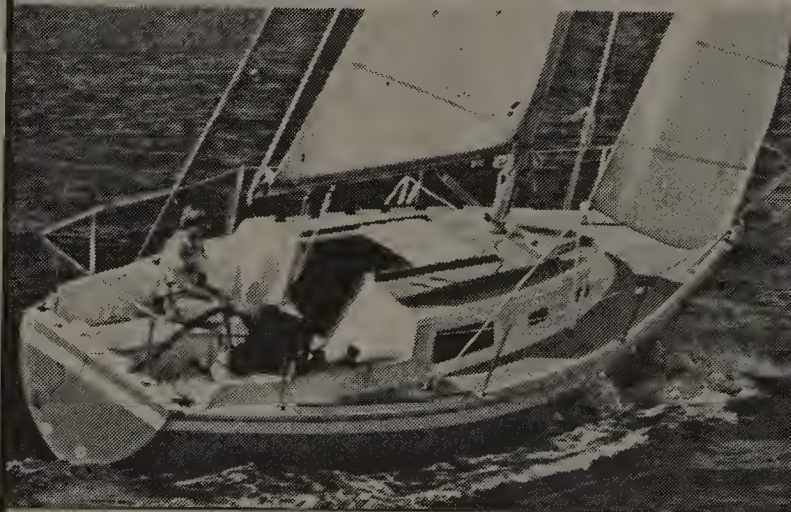
Large, in-stock selection of fittings, fasteners, hardware and marine supplies. Fast, personalized service on special orders.



Richmond Yacht Service

351 Brickyard Cove Rd. Point Richmond
Call: Rich Weirick
(415) 234-6959

Donate your boat to the Sea Explorers

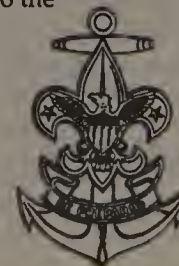


Power or Sail

- Your donation is tax deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating into the youth who participate in sea exploring. Sea Explorers are looking for any craft, power or sail, in serviceable condition.

Contact: Dave Dunakin
(415) 638-3600

Sea Scout Division
San Francisco Bay Area Council



SAN FRANCISCO BAY

3300 Powell St., Suite 8
Emeryville, CA 94608
Fax 415.658.1635
(415) 652-2109

PREMIER YACHT SALES

Wayne Moscow is pleased to announce the opening of his new brokerage - Premier Yacht Sales. The office will remain in the same location as the old brokerage, United Yachting Ventures of San Francisco.



CATALINA 38. Cruiser/racer. The best equipped 38 on the market. Epoxy bottom. Asking \$55,000 - **MUST BE SOLD!**



43' AMPHITRITE, 1986. French built proven world cruiser. Spacious accommodations. Well equipped. Perkins 4-108, full B&G electronics. Must be seen. Drastic price reduction - must be sold this month - **SUBMIT ALL OFFERS!**



CAPE DORY 36, 1989. Gorgeous New England craftsmanship. Solid and secure cruiser. Fully equipped and nicely maintained. A must see boat at \$69,500.



SWAN 36, 1967. Totally refitted, immaculate Swan. Your Porsche of the seas. Seen on the cover of *Cruising World*. Motivated seller asking \$68,000.



SUN 27, 1979. Quality Vancouver built. Inboard diesel, new North sails, Bristol condition. Great pocket cruiser. Asking \$16,500 or best offer.



CATALINA 30, 1978. This one's equipped! Full dodger roller furling, dinghy on davits, superb presentation, epoxy bottom - a beaut \$28,500/ offers.

• SELECTED LISTINGS •

SAIL			POWER				
47' CELERE, New	275,000	38' CATALINA, '84	55,000	29' J-BOAT, '84	CALL	43' NAUTALINE, '79	49,000
43' AMPHITRITE, '86	149,000	36' CAPE DORY, '79	69,000	27' SUN, '79	19,000	36' MARINE TRADER, '86	89,500
42' RASSY, '82	185,000	36' SWAN, '68	68,000			36' MANATEE, '85	CALL
41' ISL FREEPORT, '79	79,000	35' SANTANA	52,000	48' CAMARGUE, '88	275,000	34' SEA RAY, '86 Sun Dancer	90,000
41' FORMOSA	as is 35,000	35' SPENCER	39,000	44' CALIFORNIAN, '84	159,000	30' SEA RAY, '78, Fly Bridge	27,000
		31' CHEVY LEE, '69	27,500	44' HATTERAS, '67	85,000/OFFERS	30' BAYLINER, '79	OFFERS

MANY OTHER LISTINGS AVAILABLE

IRVING JOHNSON'S Last YANKEE



A rare opportunity to purchase a yacht with a famous history and pedigree. *Yankee III*, subject of a National Geographic feature film and articles. Featured in numerous yachting articles and books. Sparkman and Stephens design, Dutch built, Corten steel, new rigging, wiring, teak decks, etc. Extensive restoration and update.

Write: Yacht Yankee, 1100 Colony Point Circle, Bldg 3, Apt. 506, Pembroke Pines, FL 33026

MELE MAKANI



42' HERRESHOFF DESIGNED YAWL

CUSTOM BUILT IN MAJORCA (1964)

Beautifully maintained one-of-a-kind cruiser with all systems in top shape and pages of gear, including: ground tackle/windlass, 14 bags sails, safety equipment, Westerbeke + 3-bladed feathering propeller, full boat canvas, etc.

**For sale by owner - Relocation forces sale
Reduced from \$129,000**

\$89,500

**(707) 823-9460 eves (707) 829-2844 days
Robert Crose**



1984 ELITE 29

Sleek
European
Style

Roller furling, enclosed aft cabin, diesel, club race or family cruise. Owner must sell, financing available. Asking \$29,500.

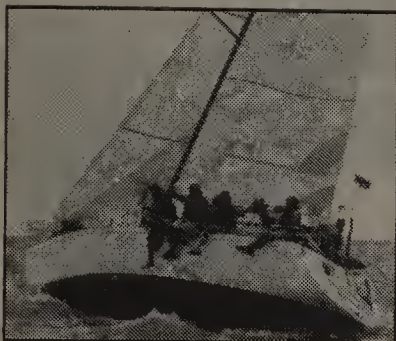
Call Mike Clausen - Cruising World Pacific
Located Grand Marina, Alameda (415) 521-1929

"ONCE UPON A TIME" The Best Express 37 in the U.S.!

Outstanding Race Record
21 North Sails
Ockham Instruments
Custom Rigging & Deck Layout
Complete Cruising Gear
Seriously for Sale!

Contact:

Passport Yachts East, Inc.
326 First St., Suite 14
Annapolis, MD 21403
(301) 263-0008
(800) 333-8014



MULTIHULLS

- **25' PIVER** • Totally redone. Six sails, 10hp Honda outboard, new batteries plus stereo and speakers. Sloop rigged. \$4,500.
- **30' PIVER** • New paint and non-skid top sides. Brand new Yanmar diesel. Sloop rigged. \$13,000.
- **32' PIVER** • New paint, 10hp Faryman dsl. Ketch rigged. \$17,500.
- **33' CROWTHER BUCCANEER** • West epoxy system, 6 sails, 7.5 hp Honda o/b, 5 Barient winches, Awlgrip paint, launched '87. \$27,500.

WE HAUL MULTIHULLS • CALL THE MULTIHULL EXPERTS:

NAPA VALLEY MARINA

1200 MILTON ROAD • NAPA, CA 94558
(707) 252-8011

BAY BRIDGE YACHTS

QUALITY LISTINGS NEEDED

25'	US YACHT	SL	1979	OB	\$ 8,500
25'	O'DAY	SL	1978	SG	\$ 13,900
25'	NORDIC FOLKBOAT	SL	1962	OB	\$ 3,000
27'	C.S. YACHTS	SL	1980	SD	\$ 21,000
27'	CATALINA	SL	1973	OB	\$ 11,000
28'	PEARSON	SL	1975	SG	\$ 15,000
30'	CATALINA	SL	1980	SD	\$ 29,500
37'	TAYANA	CTTR	1983	SD	\$ 89,500
38'	H.C. 38T	CTTR	1985	SD	\$ 119,500
40'	SWALLOW	KTCH	1982	SD	\$ 98,000
40'	TASHING	CTTR	1985	SD	\$ 166,000
41'	FORMOSA	KTCH	1974	SD	\$ 43,000
41'	CORONADO	SL	1972	SD	\$ 54,000
54'	CARIBBEAN 50	KTCH	1972	SD	\$ 93,500

Oyster Cove Marina (415) 692-4169

NORPAC YACHTS

SAN RAFAEL YACHT HARBOR
557 Francisco Blvd., San Rafael, CA 94107
(415) 485-6044



HACKER CRAFT 51' 1937. Beautifully restored. Twin 210 hp Scripps engine. Designed to cruise at 30+ knots, fuel 500 gals, water 500 gals. 9-ft Oldtown dinghy with inboard. Asking \$190,000.



HARDIN 44, 1978. This is a very spacious yacht, in very good shape. Original owner. \$97,500.



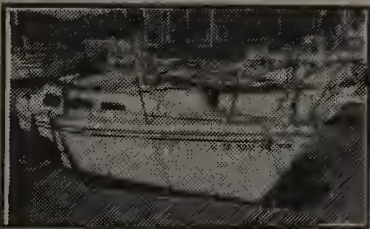
CAL 40, 1969. A well proven cruiser, fast with lots of gear. A true classic. \$42,000.



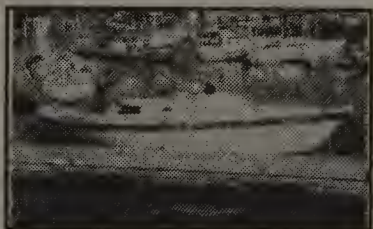
CHEOY LEE OFFSHORE 31' ketch rig, 1969. F/G. Full boat cover. Original owner. Asking \$24,900.



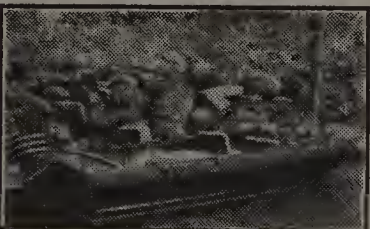
ALBERG 35' SLOOP. F/G. Diesel. Has circumnavigated the world. Ready to go again. Lots of extras. Asking \$19,500.



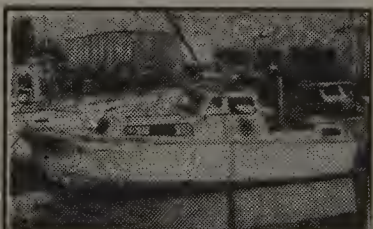
CATALINA 27'. A very popular one-design. In top shape. 9.9 outboard. Asking \$9,995.



CAL 2-27. Excellent cruiser/racer. Strong one-design fleet, roomy, inboard. Asking \$15,500.



21' LYMAN SEASKIFF, 1964. 327 cubic inches V8 (35 mph). Very good condition. Asking \$5,500.



25' ALBIN. F/G cruiser, Albin dsl, 1/2 gal. per hr., 7 knots, sleeps 4 in separate cabins, encl. head. VHF. Asking \$9,950.

**THESE BOATS AND MANY MORE
LOCATED AT OUR SALES DOCKS**

**THINKING OF SELLING? CALL US.
AGGRESSIVE EXPERIENCED BROKER**

308 Harbor Drive
Sausalito, CA 94965
(415) 331-0533
FAX (415) 331-1642

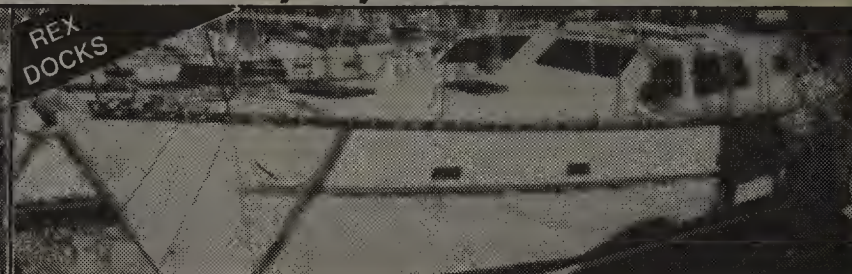


Computerized Multiple
Listing Service

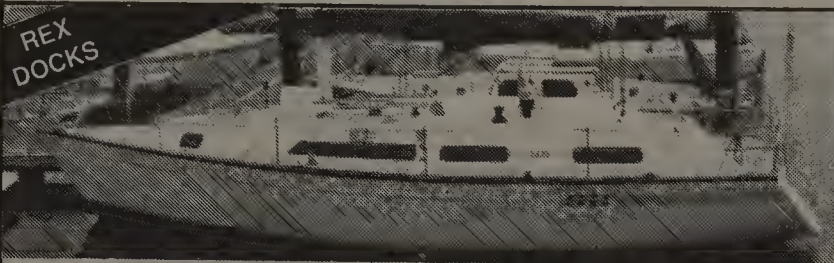
• **NEXT REX BROKERAGE BOAT SHOW MARCH 16, 17, 23 AND 24** •



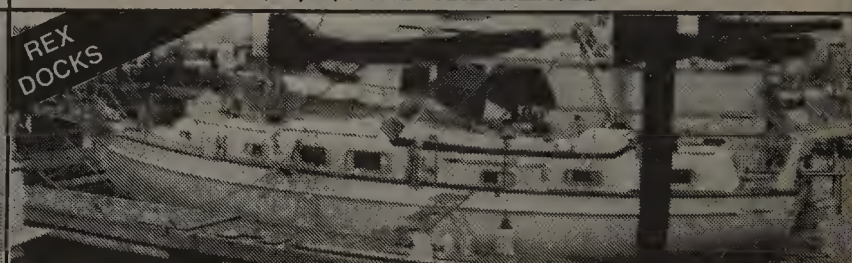
44' NORSEMAN CENTER COCKPIT CUTTER 1984
Built and equipped for long range ocean cruising,
this performance oriented yacht is seriously for sale.
CONTACT JOHN BAIER



42' COOPER PILOTHOUSE CUTTER 1982
The Canadian answer to your world-wide sailing dreams,
emphasizing comfortable accommodations and good performance.
\$109,000/OFFERS • PETER SHEPPARD



35' S-2 CENTER COCKPIT SLOOP 1986
This lightly used, two stateroom yacht is an ideal family cruising boat.
Diesel engine, good electronics, roller jib, swim platform & more.
ASKING \$84,500 • PETE FROMHAGEN



41' HALLBERG-RASSY KETCH 1978
Enjoy the quality and cruising ability of this freshwater, Midwest yacht.
New gear added 1990 includes windvane, sails, gel cell batteries, radar & much more.
ASKING ONLY \$139,000 • PETE FROMHAGEN

★ JOHN BAIER • PETE FROMHAGEN • TOM RAFTER • PETER SHEPPARD ★

Valiant

32 • 37 • 40 • 47

Yachts



Dealer for: California, Nevada, Utah, Arizona

MERIDIAN YACHT SALES

(415) 521-1246

2415 Mariner Square Dr., Alameda, CA 94501

33' Freedom 1981

Beatifully maintained. Lines led aft, lovely interior.
Lots of extras & very bristol! \$69,900/Offer

35' FUJI, '74, QUALITY!\$47,900/OFFER

38' GLOBE PILOTHOUSE, '83\$69,900

46' FORMOSA, 1980\$79,900/OFFER

**WANTED: HOBIE 33 WITH TRAILER
PLUS 45 MORE BOATS! CALL & INQUIRE!**



GOVE'S COVE

Home of the North West's Best Sailboat Values

(206) 283-1390

2448 Westlake Avenue N.
Seattle, WA 98109



33' MORGAN OUTISLAND

Rare pilothouse cruiser.
Roller furling main and jib. Full keel for stability and tracking. 50 hp Perkins (low hours). H/C pressure water, AC/DC refrigerator, stove, oven and more. Two boat owner. Excellent value at \$55,000.

Phil Paul

Yacht & Ship Broker

Phone/Fax (415) 865-3082



**NORTH AMERICA
YACHT SALES**



Summertime Dream - 26-ft Carl Schumacher designed custom midget ocean racer. Trailer, 19 bags of sails, rod rigging, and all the go-fast gear. Two-time U.S. Quarter Ton champion; three-time MORA overall winner; lots of recent victories. Two boat owner - this one has to go! Try \$10,500; owner financing available. For details, call Rob Moore at (415) 383-8200 (work).



Glen Cove YACHT SALES



27' CORONADO '71
SPRING IS ALMOST
HERE LET'S GO
SAILING!
TRY \$7,000.00

SAIL

24'	DEL RAY, '66	Offers
24'	ISLANDER, '69	\$ 5,800
25'	CORONADO, '70	\$ 4,000
25'	C&C, '74	\$ 12,000
26'	BALBOA '73	\$ 6,950
27'	HUNTER, '84	\$ 27,500
27'	ISLANDER, '83	\$ 27,000
27'	SANTANA, '72	\$ 11,600
28'	BUCCANEER '64	\$ 8,500
28'	NEWPORT, '75	\$ 15,500
28'	GREAT DANE	\$ 18,000
30'	LANCER, '79	Reduced \$ 31,500
32'	WESTSAIL	\$ 49,500
34'	ISLANDER, '76	\$ 15,000
40'	HUNTER, '86	\$ 91,500
45'	HANS CHRISTIAN, '78	\$125,900

CALIFORNIA YACHT BROKERS ASSOC. MULTIPLE LISTING SERVICE

• OVER 6,000 LISTINGS • WE CAN HELP WITH FINANCING •

(707) 552-4206 • 800-798-5704

FAX: (707) 552-4296

Off 780 Between Vallejo and Benicia Take Glen Cove Exit and Follow Signs to
Glen Cove Marina • 2024 Glen Cove Road, Vallejo, CA 94591

KERMIT PARKER YACHT BROKERAGE

305 Caledonia Street, Sausalito, CA 94965 • (415) 331-1557

SELECTED SAIL BROKERAGE

24'	MARTIN Full Race	7,200	41'	NEWPORT	58,000
24'	C&C	OFFERS	41'	CHAPELLE Schooner	60,000
24'	YANKEE	10,500	41'	CHEOY LEE Ketch	119,000
25'	FRISCO FLYER	8,700	44'	CHEOY LEE Ketch	110,000
26'	S-2 w/trailer	16,500	44'	CSY Cutter	99,000
27'	VEGA	9,500	44'	HARDIN Ketch	98,000
27'	CATALINA 27	OFFERS	45'	CORONADO Sloop	Try 75,000
27'	CAL 2-27	16,500	45'	STEPHENS Pajara	35,000
28'	CAL, 1967	11,000	46'	GARDEN Ketch	89,500
28'	ISLANDER	19,500	50'	RHODES Sloop	110,000
29'	COLUMBIA	15,500	55'	SWEDE	89,950
29'	CAL 2-29	22,500	58'	SLOOP Sabrina	99,000
29'	ELITE	29,000	60'	Jonathan Swift Stl Slp	85,000
30'	SANTANA 30-30	38,500	65'	SLOCUM SPRAY	97,000
30'	BRISTOL	30,000	84'	STONE Schooner	135,000
30'	H-28	18,500	95'	ALDEN Schooner	335,000
31'	CHEOY LEE Ketch	24,900			
31'	COLUMBIA 9.6	30,500			
31'	BOMBAY CLIPPER	28,500			
31'	PETERSON	10,000			
32'	ARIES	48,500			
32'	CHEOY LEE M/S	55,000			
34'	ANGLEMAN Ketch	31,000			
35'	JASON 35	49,950			
35'	YAWL, Tere	52,750			
35'	ALBERG	18,500			
36'	CHEOY LEE	57,000			
37'	RANGER	42,500			
37'	GARDEN Ketch teak	67,500			
38'	FARALLONE Clpr 3 from	29,900			
38'	KETTENBURG	10,500			
39'	FREYA	67,000			
40'	CAULKINS	65,000			
40'	YAWL	75,000			
40'	RHODES Sloop	20,000			

SELECTED POWER BROKERAGE

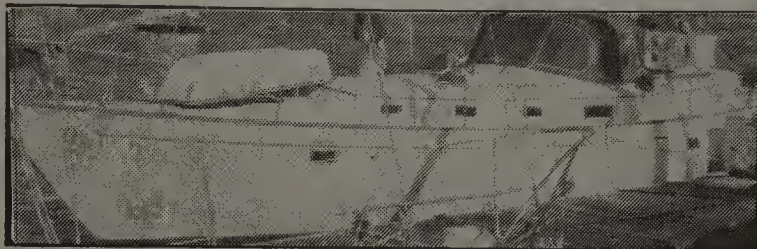
20'	LUGER	7,500
28'	MONTEREY	11,000
30'	SEARAY, Loaded	44,000/Offers
36'	STEPHENS	18,000
37'	HERSHINE Trawler	72,500
39'	CHRIS CRAFT, M. Vice	79,000
42'	CHRIS CRAFT	89,900
42'	GRAND BANKS	175,000
43'	STEPHENS, Tri cbn, dsl	48,000
47'	CHRIS CRAFT	187,500
48'	DUTCH BARGE, lvbrd	64,900
51'	HACKERCRAFT classic	Inquire
51'	MOTOR YACHT	350,000
57'	TRAWLER	149,900
57'	CHRIS CRAFT	169,000
61'	CHRIS CRAFT	225,000
70'	KALLIS, classic	189,500

Edgewater

YACHT SALES (415) 332-2060

1306 BRIDGEWAY, SAUSALITO, CA 94965

SALES DOCKS AVAILABLE FOR OUR LISTINGS



47' OLYMPIC KETCH

HAND LAID FIBERGLASS TO LLOYD'S SPECS, LOADED W/CRUISE EQUIPMENT INCL. LORAN, SSB, A.P., THREE STATEROOMS. PACIFIC & ATLANTIC VET. ASKING \$110,000.



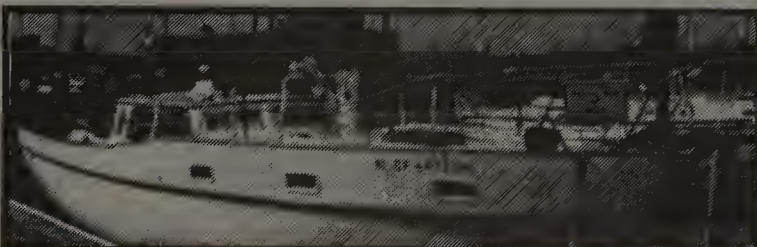
39' ERICSON

LARGE, ROOMY SLOOP, IDEAL LIVEBOARD OR CRUISE, QUALITY EQUIPPED INCL. RADAR, SATNAV, A.P., 8 SAILS, 15 WINCHES, VOLVO DIESEL, ETC. ASKING \$55,000.



33' TAHITI KETCH

PERKINS DIESEL, RECENT REFIT INCLUDES NEW PAINT AND VARNISH, ELECTRONICS W/ AUTOPILOT, READY TO CRUISE OR LIVEBOARD. AT OUT DOCKS. ASKING \$18,000.



33' SWIFT

FIBERGLASS AND TEAK PILOTHOUSE SLOOP. LLOYD'S CERTIFIED, DIESEL AUXILIARY. CRUISE OR LIVEBOARD. FAMILY CRISIS FORCES SALE. TRY \$47,000.



30' NEWPORT

Great family starter, good inventory, reblt 18 aux, new bottom job. **ONLY \$12,000.**



35' MAAS SLOOP

Full keel dsl aux, Aries vane, restored. At our docks. **Reduced to only \$12,000.**

MARIN YACHT SALES, INC.

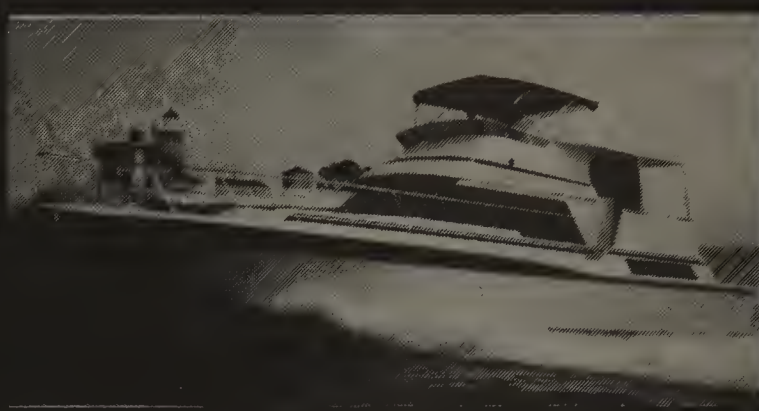


PERFORMANCE MOTORYACHT



LOWRIE
YACHT HARBOR
40 Pt. San Pedro Road
San Rafael, CA 94901
Phone: (415) 454-7595
FAX: 415-454-2561

**LUXURY
TAX
PREPAID**



*WE HAVE
TWO AT
OUR DOCKS*

48' CAMARGUE YACHTFISHER 1990

New demo with twin 375 Cats. Tops 22 knots.
Generator and air conditioning. *Asking \$309,000.*



34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger,
new epoxy bottom, very clean. *Asking \$68,000.*



38' DOWNEAST CUTTER

1975 diesel. Very nicely equipped for cruising.
Exceptionally well maintained. *Asking \$71,000.*



34' SEA FOAM KETCH

1976 by Fellows & Stewart from the board of
William Garden, Westerbeke diesel. A great two
person cruising boat. *Asking \$38,500.*



32' ALDEN MOTORSAILOR

1968 by Cheoy Lee. Fiberglass. Diesel. Steering
inside and out. Clean.
Asking \$38,500.

SPECIALS*



GRAND MARINA

GENTRY • ANDERSON

- ☐ Over 400 new concrete berths, 30'-60'
- ☐ Secured gatehouse with individual keys
- ☐ 30-50 amp electrical service
- ☐ Heated restrooms with eight separate showers
- ☐ Beautifully maintained landscaping / plenty of free parking
- ☐ Cable TV available at each slip
- ☐ 60-ton TRAVELIFT
- ☐ Two acres of boat storage and repair yards
- ☐ Do-it-yourself or repairs by master craftsmen
- ☐ Sailboat and powerboat brokers on-site
- ☐ Marine electronics sales & service
- ☐ Fuel dock and mini-mart

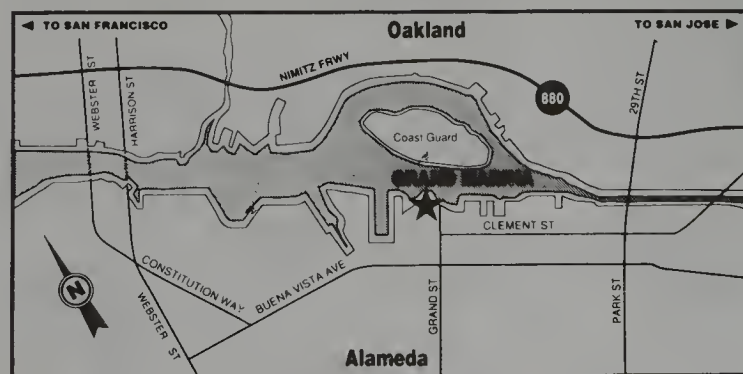
Leasing Office Open Daily (415) 865-1200

2099 Grand Street, Alameda, CA 94501

** Call for our monthly move-in specials!*



March is the Grand Opening of our boat yard and haulout facility. The newest on the Bay with immediate access to your berth in our marina. Our high capacity TRAVELIFT is perfect to handle your job.



Directions: Off 880 come through the Webster Tube. Veer left on Constitution Way. Left at Buena Vista. 2 miles to Grand Street. Left at Grand St. 1/2 mile to Grand Marina.

Nelson's Marine

The Boatowner's Boatyard

- 
- Haulouts • Fiberglass Repair •
 - Complete Rigging Shop • Prop & Shaft Work •
 - LPU Paint • Woodwork • Store on Premises •
 - Structural Repair • Do-It-Yourselfers •
 - Blister Repair with Warranty • Fully Paved Yard •
 - Competitive Bids In Writing •

**BOATS UP TO
125 FT.
CALL FOR DETAILS**

Professionals with Integrity

Nelson's Marine

2229 Clement Avenue
Alameda, CA 94501

(415) 536-5548